Saskatchewan
Highways and
Transportation

1982 Saskatchewan Traffic Accident Facts

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New Act to come down hard on drinking drivers

Vehicles Act changes no

seen as human rights d

UPDATE

Changes to sem
trailer trucks

Saskatchewan

Minister
of Highways and
Transportation

Legislative Building
Regina, Canada
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Dear Sir/Madam:

As you are aware, the Traffic Safety Engineering Branch annually produces the Traffic Accident Report. This report outlines where, how, when and to whom accidents happen. This information is vital to attempt counter-measures in reaction to problem areas.

During 1982 there were 40,366 reported accidents with 240 fatalities and 8,516 injuries. This is an 8.4% reduction in deaths and a 1.7% decrease in traffic-related injuries from 1981.

One out of every ten accidents happened with alcohol as a contributing factor and was a known factor in 40% of all fatal accidents. The new Vehicles Act will provide stricter penalties for those who drink and drive.

Although there was a significant decrease in provincial highway and rural road accidents, there was an increase in the number of traffic accidents on urban streets. I feel that a closer look should be taken in the area of urban traffic safety and new improvement programs introduced.

In 1982, 150 of 194 vehicle occupants killed were unrestrained. Many of these lives could have been saved had these people buckled up.

I have made a personal commitment towards traffic safety. Saskatchewan is known as the leader in traffic safety and as such, each driver has a responsibility to help maintain this status. The TAIS report acts as a measure of our potential for improvement.

Yours sincerely,

James W. Garner
Minister of HIghways and
Transportation

Quick Facts

32,424	Property damage only accidents ($200 +)
5,645	Personal injury accidents
216	Fatal accidents
38,285	Total Reported accidents
66,000,000	Estimated property damage $
262	Number of fatalities
8,660	Number of persons injured
6,211	Provincial highway accidents
5,631	Rural accidents
25,510	Urban accidents
933	Other locations
9,723	Provincial travel (000,000 veh. km)*
812,751	Registered motor vehicles**
611,506	Licensed vehicle operators**
(Est) 968,313	Saskatchewan population***
3.9	Accidents per million vehicle km
2.2	Fatal Accidents per 100 million vehicle km
6.3	Accidents per 100 licensed operators
4.7	Accidents per 100 registered motor vehicles
4.0	Accidents per 100 people

In 1982:

There was 1 traffic accident every 13 minutes
There were 23 persons injured every day and 1 person killed every 36 hours

Definitions:

Provincial Highway Accident: A motor vehicle accident which occurred outside the incorporated limits of a community on a numbered provincial highway or connecting community access road.

Rural Accident: A motor vehicle accident which occurred on a municipal or grid road outside the incorporated limits of a community.

Urban Accident: A motor vehicle accident which occurred on the route of a provincial highway, a street, lane or service road within the incorporated limits of a community.

Other Locations: A motor vehicle accident which occurred in an area not defined above such as in parks, Indian Reserves, northern areas, timber haul roads etc.

Property Damage Accident: A motor vehicle accident in which the total estimated resulting damage was $200 or more and did not result in personal injury or death.

Personal Injury Accident: A motor vehicle accident which resulted in a non-fatal injury to one or more persons.

Fatal Accident: A motor vehicle accident which resulted in death within 30 days to one or more involved persons.

1982 Saskatchewan Traffic Accident Facts

**In memoriam to Arthur Joseph Thibault
who passed away on February 22, 1983**

Arthur Thibault, known to amost everyone as Art, was a member of the Saskatchewan Legislature for the constituency of Kinistino from 1959 to 1978. Art was born in 1914 at Bonne Madone, Saskatchewan and farmed near Tarnopol. He was active in the Saskatchewan Farmers Union, served as a school trustee for 12 years and was the Reeve of the Rural Municipality of Invergordon from 1952 to 1959.

As a member of the Legislature, Art Thibault developed a strong interest in the area of traffic safety. He served on the 1965 Special Legislative Committee on Highway Traffic and Safety and on the 1973 Special Committee on the Review of Liquor Regulations in Saskatchewan. In May, 1973 he was appointed as Chairman of the Legislative Committee on Highway Traffic and Safety. Art was also active with the St. Louis Alcoholism Rehabilitation Centre and the Prince Albert Council on Alcohol and Drug Abuse.

Those involved with traffic safety in Saskatchewan appreciated Art Thibault's dedication, enthusiasm and hard work.

The Committee on Highway Traffic and Safety submitted their final report on February 21, 1975. Over the next five years Art became actively involved with the implementation of the report. Driver education, seat belt legislation, highway safety improvements, selected vehicle inspection, driving without impairment programs, and other safety programs were started during this period.

Art Thibault understood that good data and traffic safety research are important for the development and monitoring of effective safety programs. The Traffic Accident Information System was one of the initiatives that Art promoted.

This T.A.I.S. 1982 Annual Report is dedicated to Arthur Thibault.

As a measuring device, the Traffic Accident Report provides revealing information about factors and events surrounding provincial accident trends.

More importantly, as a measure of our potential for improvement, this report recognizes the need for continued emphasis on traffic safety of all kinds.

During the past year we have revised and updated the Vehicles Act. Public response to a White Paper and Layman's Draft of the new legislation proved our decision to rewrite the Act was not unfounded.

It is my sincere hope that the public's interest and input into the new Vehicles Act will result in fewer accidents and greater awareness in the need for traffic safety.

I have made a personal commitment to improve traffic safety within the Province of Saskatchewan. I ask you to do the same.

James W. Garner
Minister of Highways
and Transportation

The Traffic Accident Information System (TAIS) has completed its' fourth year of operation. There are now over 170,000 accident reports on file that can be used for comprehensive analysis.

One way that the success of a system can be measured is by the useage and application of the output. In 1982, TAIS produced 5,000 special monthly, quarterly and yearly reports. Four thousand copies of the annual report were distributed to interested persons and agencies.

Feedback from TAIS users is very encouraging and is summarized here:

Department of Highways and Transportation:
- TAIS data is referred to daily by department staff. Most common use is the determination of accident frequencies, factors and configurations at specific locations.
- Two major reports produced; 'Fatal Accidents on Provincial Highways' and 'Trucks in Traffic Accidents'.

Highway Traffic Board:
- TAIS data is used to identify poor drivers (driver reviews).
- Used to study special categories such as School Bus Accidents and drivers over 65.
- Routine data used for informational purposes and monitoring special programs, i.e. Seat Belts, Safe Grad.
- Considerable time saved by TAIS compared to previous methods.

Department of Education:
- Traffic accident data is now readily available and is used extensively in Driver Education and Driving Without Impairment programs.

Department of Rural Development:
- Location of rural road accidents recorded by TAIS now makes it possible to study specific problem areas.
- Data available to all rural municipalities.
- Special study done on Railway Crossing accidents.

Saskatchewan Government Insurance:
- Data from TAIS helps to better understand accident trends and contributing factors.
- The police report used extensively to assign fault.

Saskatchewan Safety Council:
- Find the TAIS information extremely useful in developing and presenting Traffic Safety programs such as Defensive Driving, School Bus Safety and Motorcycle Training Courses.

Royal Canadian Mounted Police:
- Find the new report form easier to fill out, more consistent and faster.
- Used to identify major contributing factors by areas so that selective enforcement can be implemented.

Cities:
- Have discontinued manual record keeping methods and are using the time saved to review accident data and to implement countermeasures.
- Data is now more accurate, timely and extensive.

Urban Police Forces:
- TAIS data useful to locate problem locations and to make recommendations for improvements.
- Useful in answering complaints from the public.

Other Users:
- The Alcoholism Commission, Coroners Office, Justice, Medical Associations, Department of Health, Social Services, Public Health, Human Rights Commission, various research agencies, Federal Government, other jurisdictions and provinces have, or are using, data produced by TAIS.
- The four maritime provinces have each implemented a traffic accident data system closely patterned after TAIS. Imitation can be considered an endorsement of a system.
- The three western provinces are considering ways to integrate some of the positive features of TAIS into their existing systems.

The 1982 Annual Accident Fact Report is expanded to include some additional information. Input from users of this report will enable further improvements.

A.J. Popoff
Director
Traffic Safety
Engineering Branch

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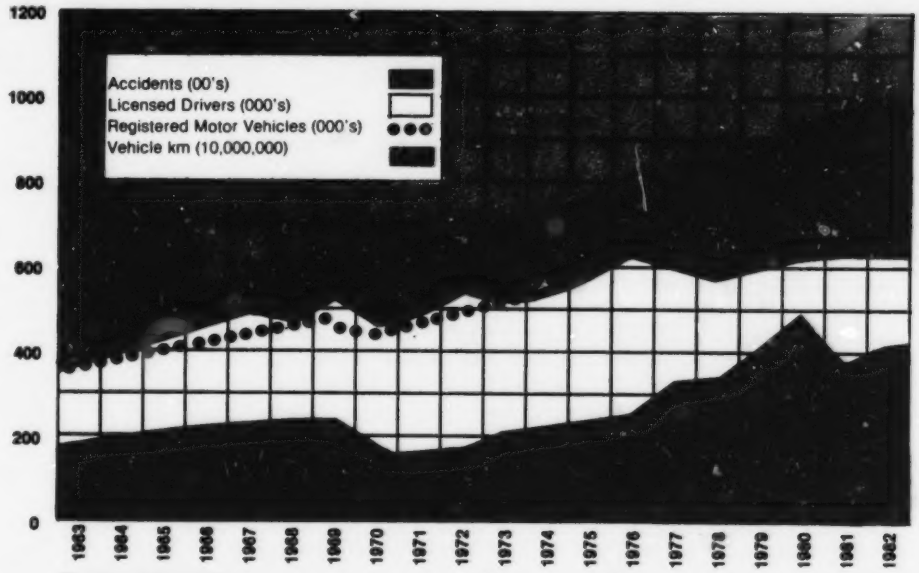
Section 1

Figure 1.1

Trends in Total Provincial Travel, Licensed Drivers, Vehicle Registrations and Accidents (1963-1982)

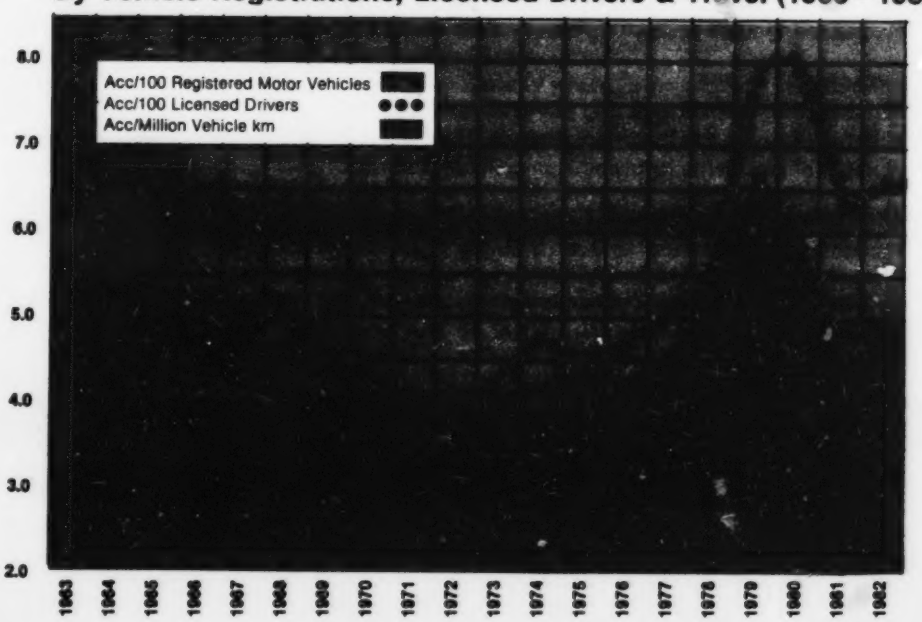


Number of Accidents	1980	*1981	1982	% Change
Registered Vehicles	805,000	812,751	811,194	−0.2
Licensed Drivers	603,115	611,506	621,837	+1.7
Million Vehicle Kilometres of Travel	9,470	9,723	9,641	−0.8
Total Accidents	**48,274**	**38,285**	**40,366**	**+5.4**

* Beginning in 1981, private property accidents are not being entered in T.A.I.S. This category accounted for 17.5% of all accidents in 1980.

Figure 1.2

Trends in Provincial Accident Rates By Vehicle Registrations, Licensed Drivers & Travel (1963 - 1982)

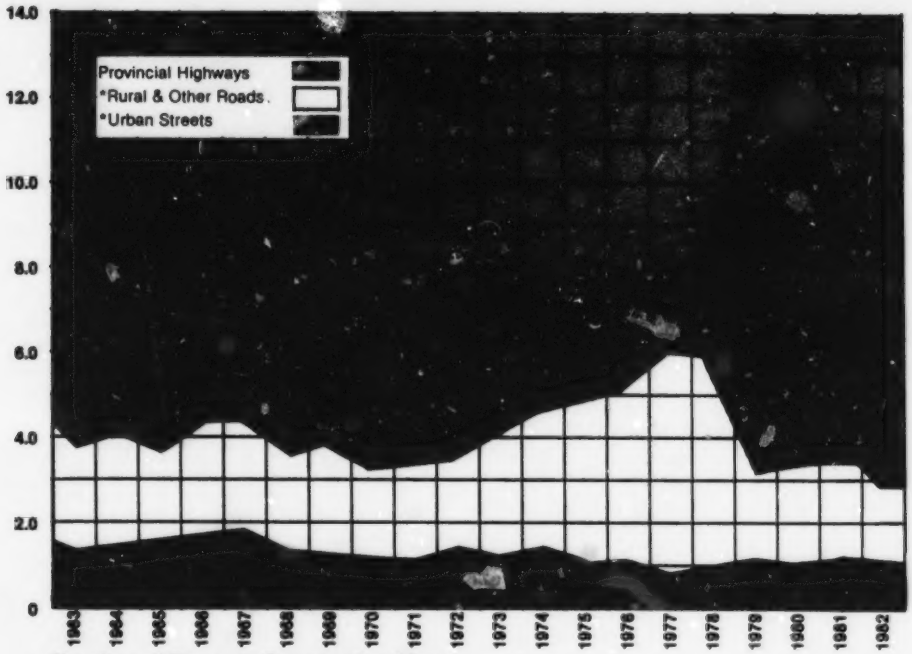


	1980	*1981	1982	% Change
Accidents per 100 Registered Vehicles	6.0	4.7	5.0	+6.4
Accidents per 100 Licensed Drivers	8.0	6.3	6.5	+3.2
Accidents per 1,000,000 Vehicle Kilometres	5.1	3.9	4.2	+7.7

* Beginning in 1981, private property accidents are not being entered in T.A.I.S. This category accounted for 17.5% of all accidents in 1980.

Trends In Accident Rate (Acc/Mv Km) By Road System (1963-1982)

Figure 1.3



Number of Property Damage Accidents

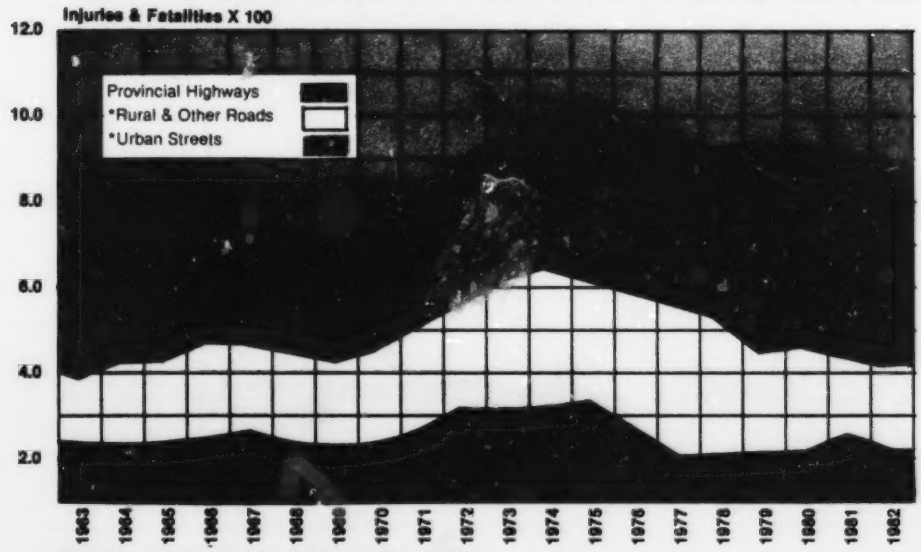
Road System	1980	**1981	1982	% Change
Provincial Highways	1.14	1.15	1.13	−1.7
Rural Roads	3.45	3.42	2.89	−15.5
Urban Streets	12.82	9.59	11.19	+16.7
All Road Systems	**5.10**	**3.94**	**4.19**	**+6.3**

* Includes private property prior to 1981

**Beginning in 1981, private property accidents are not being entered in TAIS — this category accounted for 18.8% of all urban accidents in 1980.

Figure 1.4

Trends In Personal Injuries & Fatalities By Road System (1963-1982)



Number of Personal Injuries & Fatalities

Road System	1980	**1981	1982	% Change
Provincial Highways	2,547	2,405	2,273	−5.5
Rural Roads	1,746	1,839	1,659	−9.8
Urban Streets	4,344	4,399	4,562	+3.7
Other Roads	512	279	262	−6.1
Total	**9,149**	**8,922**	**8,756**	**−1.9**

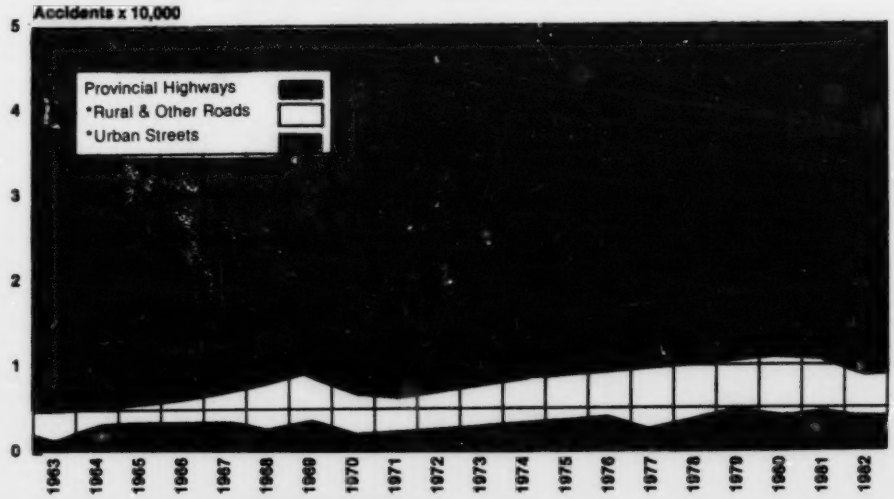
*Includes Private Property Prior to 1981

**Beginning in 1981, private property accidents are not being entered in TAIS, this category accounted for 2.3% of all fatalities and 3.7% of all injuries in 1980.

Section 1

Figure 1.5

Trends In Property Damage Accidents (1963-1982)



Number of Property Damage Accidents

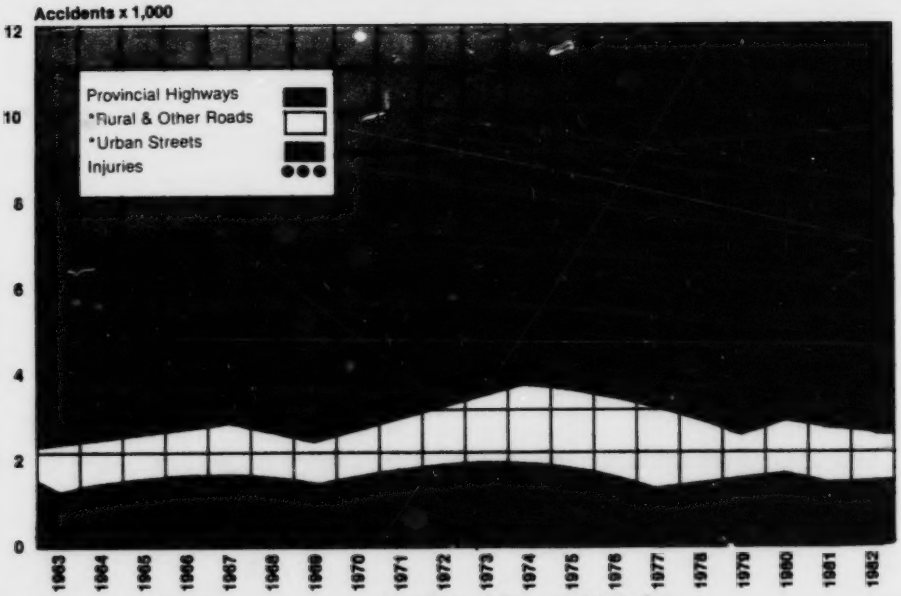
Road System	1980	**1981	1982	% Change
Provincial Highways	4,569	4,855	4,728	−2.6
Rural Roads	4,284	4,492	4,131	−8.0
Urban Streets	30,279	22,312	25,140	+12.7
Other Roads	2,981	765	571	−25.4
Total	**42,113**	**32,424**	**34,570**	**+6.6**

*Includes Private Property Prior to 1981

**Beginning in 1981, private property accidents are not being entered in TAIS. This category accounted for 19.4% of property damage accidents in 1980.

Figure 1.6

Trends In Personal Injury Accidents And Injuries (1963-1982)



Number of Personal Injury Accidents

Road System	1980	**1981	1982	% Change
Provincial Highways	1,349	1,248	1,190	−4.6
Rural Roads	1,066	1,083	975	−10.0
Urban Streets	3,222	3,152	3,302	+4.8
Other Roads	327	162	139	−14.2
Total	**5,964**	**5,645**	**5,606**	**−0.7**

Number of Personal Injuries

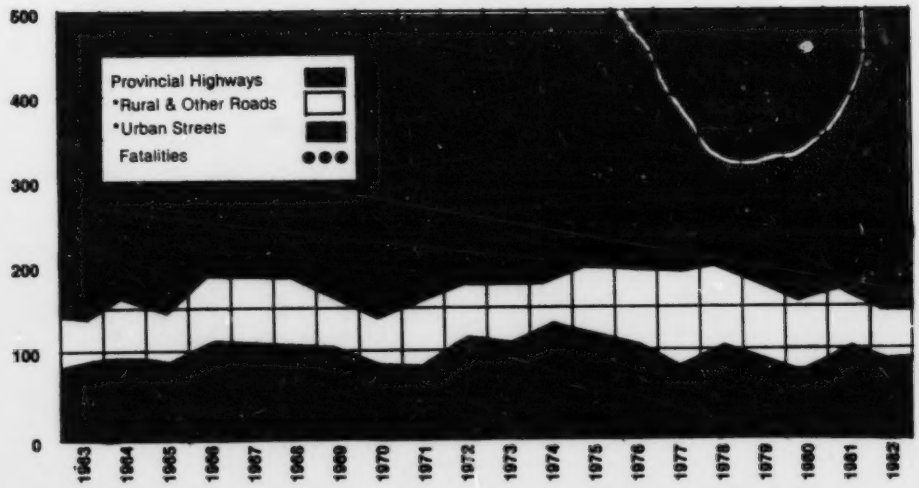
Road System	1980	**1981	1982	% Change
Provincial Highways	2,407	2,266	2,155	−4.9
Rural Roads	1,684	1,772	1,598	−9.8
Urban Streets	4,301	4,350	4,510	+3.7
Other Roads	492	272	253	−7.0
Total	**8,884**	**8,660**	**8,516**	**−1.7**

* Includes Private Property prior to 1981

** Beginning in 1981, private property accidents are not being entered in TAIS. This category accounted for 4.8% of all personal injury accidents and 3.7% of all injuries in 1980.

Trends In Fatal Accidents & Fatalities (1963-1982)

Figure 1.7



Number Of Fatal Accidents

Road System	1980	**1981	1982	% Change
Provincial Highways	87	108	90	−16.7
Rural Roads	53	56	48	−14.3
Urban Streets	37	46	45	−2.2
Other Roads	20	6	7	+16.7
Total	**197**	**216**	**190**	**−12.0**

Number of Fatalities

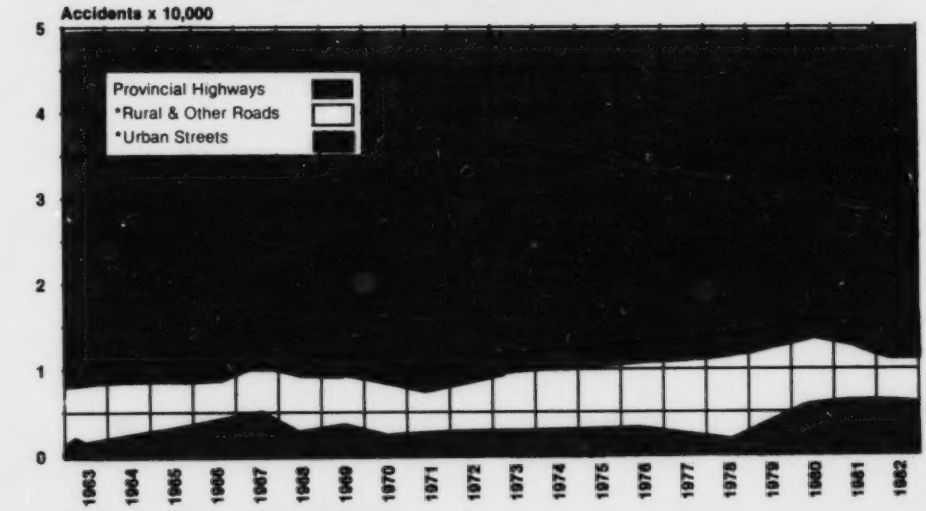
Road System	1980	**1981	1982	% Change
Provincial Highways	140	139	118	−15.1
Rural Roads	62	67	61	−9.0
Urban Streets	43	49	52	+6.1
Other Roads	20	7	9	+28.6
Total	**265**	**282**	**240**	**−8.4**

*Includes private property prior to 1981

**Beginning in 1981, private property accidents are not being entered in TAIS. This category accounted for 3.0% of all fatal accidents and 2.3% of all fatalities in 1980.

Figure 1.8

Trends In All Reported Accidents (1963-1982)



Number of Reported Accidents

Road System	1980	**1981	1982	% Change
Provincial Highways	6,005	6,211	6,008	−3.3
Rural Roads	5,403	5,631	5,154	−8.5
Urban Streets	33,538	25,510	28,487	+11.7
Other Roads	3,328	933	717	−23.2
Total	**48,274**	**38,285**	**40,366**	**+5.4**

*Includes private property prior to 1981

**Beginning in 1981, private property accidents are not being entered in TAIS. This category accounted for 17.5% of all accidents in 1980.

Section 2

1982 Accidents & Victims By Month Of Occurrence

Figure 2.1

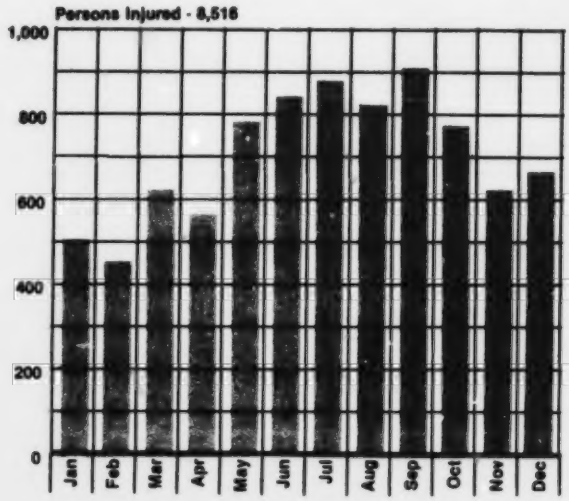


Figure 2.2

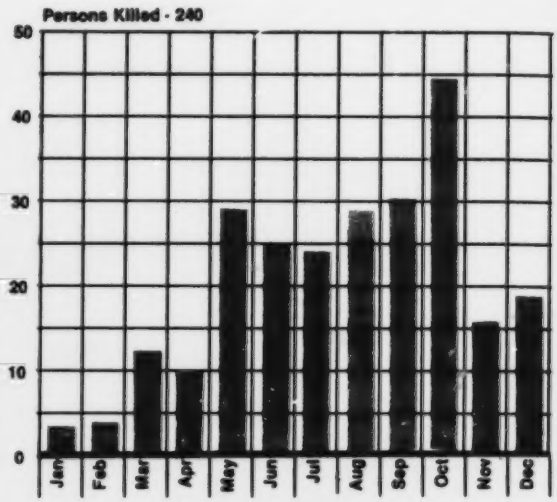
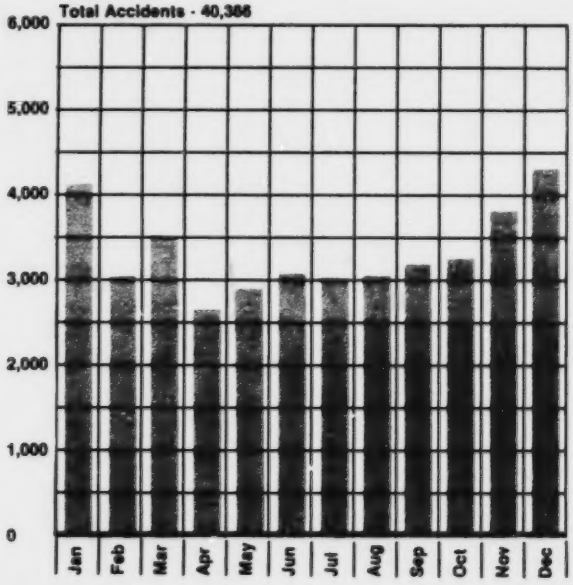


Figure 2.3



Knowing when traffic accidents happen can form the basis for development of safety strategies. For example, the deployment of police enforcement and roadway maintenance can be planned to match the peak accident periods. Individual motorists can, when possible, avoid travelling or drive more defensively during high accident days and times such as late evening hours on summer weekends.

It is of interest to note that while the accidents increase during the winter months, deaths and injuries peak during the summer months.

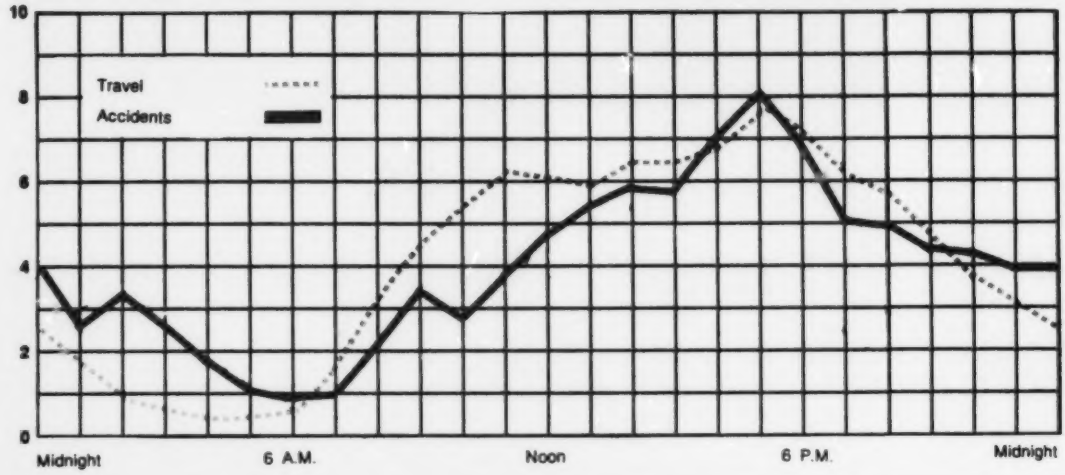
Figure 2.4

1982 Accidents By Severity And Month

January	3,815	367	3
February	2,728	324	3
March	3,102	424	9
April	2,298	376	10
May	2,355	516	24
June	2,519	578	23
July	2,457	546	17
August	2,501	534	19
September	2,739	577	27
October	2,826	511	28
November	3,381	421	13
December	3,849	432	14
Total	**34,570**	**5,806**	**190**

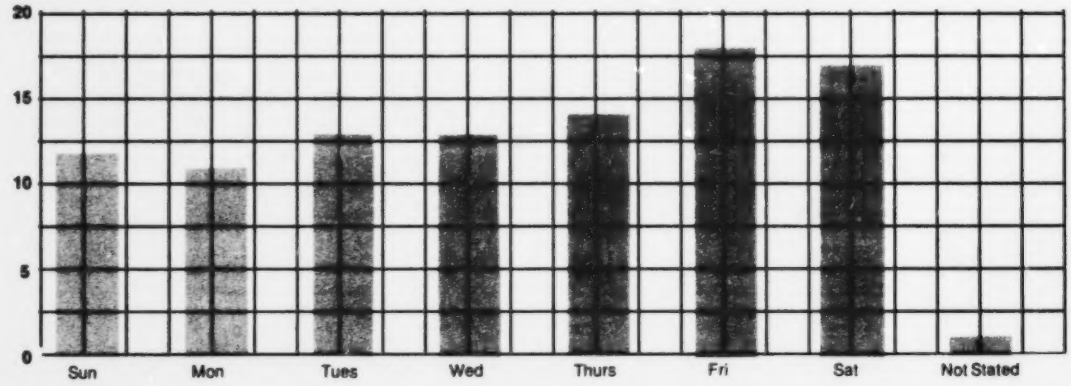
1982 Accidents and Provincial Travel By Time Of Day/Percent Of 24 Hour Total

Figure 2.5



1982 Accidents By Day Of Week / Percent Of Weekly Total

Figure 2.6



1982 Motor Vehicle Accidents By Time of Day & Day of Week

Figure 2.7

12 to 1 A.M.	225	83	90	91	102	161	301	0
1 to 2 A.M.	399	60	90	108	104	210	425	0
2 to 3 A.M.	324	33	67	69	92	122	365	0
3 to 4 A.M.	226	30	28	35	53	98	228	0
4 to 5 A.M.	166	15	29	30	30	47	146	0
5 to 6 A.M.	105	28	25	23	28	38	101	1
6 to 7 A.M.	96	46	41	46	45	55	97	1
7 to 8 A.M.	70	163	145	155	171	132	81	1
8 to 9 A.M.	57	247	230	267	252	257	115	0
9 to 10 A.M.	82	174	181	189	178	179	144	1
10 to 11 A.M.	132	199	236	240	204	256	257	1
11 to 12 A.M.	149	251	277	295	307	323	319	0
12 to 1 P.M.	181	286	354	313	352	417	299	1
1 to 2 P.M.	228	332	340	326	358	432	377	1
2 to 3 P.M.	267	277	308	313	343	427	400	3
3 to 4 P.M.	260	398	392	391	462	537	414	3
4 to 5 P.M.	315	403	473	426	517	672	463	4
5 to 6 P.M.	250	324	396	411	480	592	390	0
6 to 7 P.M.	223	232	260	274	305	425	332	1
7 to 8 P.M.	257	194	295	297	302	369	285	2
8 to 9 P.M.	207	219	239	210	258	365	311	0
9 to 10 P.M.	215	171	217	229	264	347	296	1
10 to 11 P.M.	186	183	184	195	195	325	314	1
11 to 12 P.M.	170	169	171	188	201	363	332	0
Not Stated	165	84	124	117	123	158	209	324
Total	**4,955**	**4,801**	**5,192**	**5,238**	**5,726**	**7,307**	**7,001**	**348**
Percent	**12.3**	**11.4**	**12.9**	**13.0**	**14.2**	**18.1**	**17.3**	**0.8**

Section 3

Major Contributing Factors in 1982 Accidents

Figure 3.1

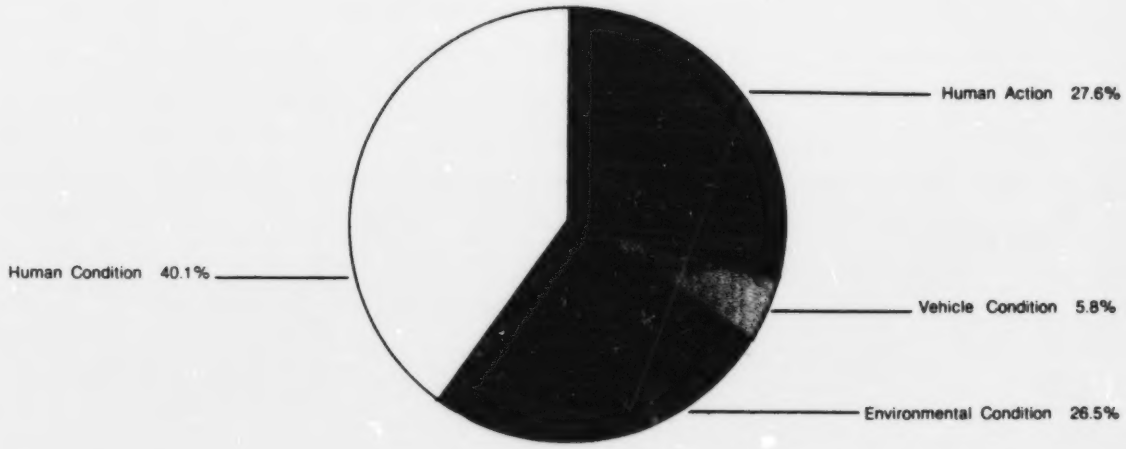


Figure 3.2

1982 Accidents By Severity Where Human Condition Was A Major Contributing Factor

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Persons
Driver Inattention	12,650	2,223	64	14,937	[illegible]
Driver Distraction	1,030	237	6	1,273	[illegible]
Had Been Drinking	1,912	854	48	2,814	[illegible]
Driving While Impaired	832	293	29	1,154	[illegible]
Extreme Fatigue	124	59	6	189	[illegible]
Fell Asleep	254	171	6	431	[illegible]
Driver Inexperience/Confusion	2,612	639	25	3,276	[illegible]
Lost Consciousness	30	34	2	66	[illegible]
Physical Disability	66	20	1	87	[illegible]
Prescription Medication	40	18	0	58	[illegible]
Drugs (illegal)	20	10	3	33	[illegible]
Illness	30	15	0	45	[illegible]
Total	**19,800**	**4,573**	**190**	**24,563**	[illegible]

Figure 3.3

1982 Accidents By Severity Where Human Action Was A Major Contributing Factor

[illegible]	Property Damage	Personal Injury	Fatal	Total	% of Total Persons
Fail to Yield	3,605	806	21	4,432	[illegible]
Traffic Control Device Disregarded	1,005	323	14	1,342	[illegible]
Following to Closely	1,067	240	0	1,307	[illegible]
Driving too Fast For Conditions	4,063	792	24	4,879	[illegible]
Exceeding Speed Limit	429	262	27	718	[illegible]
Turning Improperly	1,073	135	4	1,212	[illegible]
Passing or Improper Lane Usage	1,092	172	15	1,279	[illegible]
Backing Unsafely	1,302	24	0	1,326	[illegible]
Pedestrian Error/Confusion	62	157	7	226	[illegible]
Total	**13,698**	**2,911**	**112**	**16,721**	[illegible]

1982 Accidents By Severity Where Vehicle Condition Was A Major Contributing Factor

Figure 3.4

Brakes	406	82	2	
Lights	124	45	3	
Vision Obstruction/Obscured	936	129	6	
Steering	147	59	2	
Suspension/Wheel Failure	96	30	0	
Tires	286	87	3	
Tow Hitch/Connection	131	7	0	
Engine/Power Train	463	36	0	
Hood/Door Opening	59	9	1	
Vehicle Color/Dirty	10	0	0	
Jack-knife/Trailer Swing	187	22	1	
Modifications	33	5	0	
Total	**2,878**	**511**	**18**	

1982 Accidents By Severity Where Environmental Condition Was A Major Contributing Factor

Figure 3.5

Animal Action (Deer)	2,387	67	0	
Animal Action (Other Wild)	192	29	0	
Animal Action (Domestic)	474	49	1	
Surface Slippery	6,827	939	23	
Loose Gravel	667	322	14	
Snow Drift	568	93	2	
Obstruction/Debris	296	34	3	
View Obstructed/Limited	1,276	257	15	
Glare	266	85	2	
Construction Zone	104	16	1	
Defective Driving Surface	554	104	1	
Shoulders Defective	123	38	0	
Lane Markings Inadequate	28	5	0	
Traffic Control Device Not Working	36	6	0	
Crosswind	180	65	1	
Total	**13,978**	**2,109**	**63**	

Traffic accidents seldom have a single clear cause. Most often a chain of contributing factors sequentially interact resulting in an incident. If a person is killed, injured or property is damaged, the incident is called a traffic accident.

T.A.I.S. recognizes that an accident is usually the result of a chain of events. The accident data system accepts up to four contributing factors for each vehicle involved in an accident. These factors are listed in order of importance. It is not uncommon to have eight factors that contributed to a vehicle accident. During the analysis of accidents, knowledge of these factors is important, because by removing any one of them, the accident could have been prevented.

An example: because of inattention, a driver may fail to see a stop sign behind some trees and suddenly has to stop. The car's brakes are in poor condition causing the car to spin out of control on ice, striking another vehicle that was speeding through the intersection. If any factor was not present, the accident may not have occurred.

This section summarizes all contributing factors that were reported. 60,641 factors contributed to 40,366 accidents. It should be kept in mind that the figures shown represent the number of accidents in which the factor was present, not the total number of occurrences of that contributing factor.

Section 4

Figure 4.1

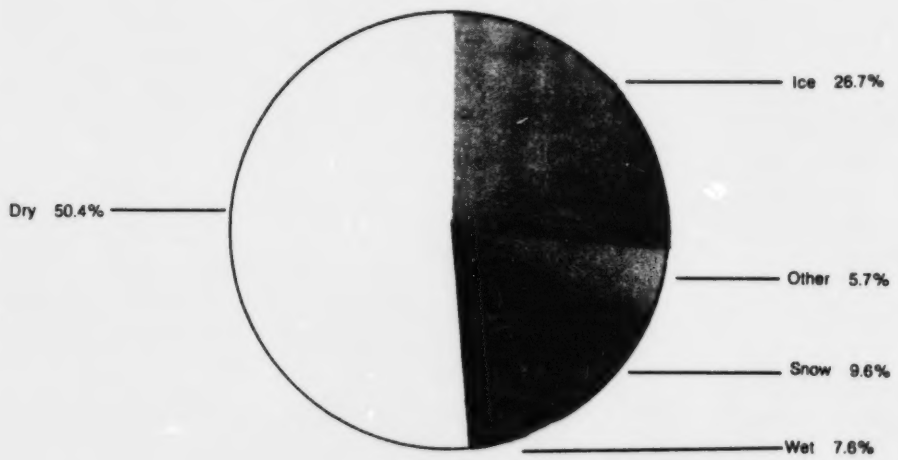
1982 Accidents By Road Surface Type & Severity

Asphalt/Oil	27,014	4,197	123
Gravel	5,466	1,095	55
Dirt/Earth	1,196	213	8
Concrete	576	90	3
Not Stated	318	11	1
Total	**34,570**	**5,606**	**190**

Figure 4.2

1982 Accidents By Road Surface Condition & Severity

Dry	16,819	3,380	135
Snow	3,528	335	9
Ice	9,703	1,064	14
Wet	2,588	470	17
Muddy	383	63	0
Loose Gravel/Sand	536	187	8
Slush	341	66	5
Fresh Oil	8	3	1
Not Stated	664	38	1
Total	**34,570**	**5,606**	**190**



Environmental conditions at the time of a traffic accident can be important factors to consider when developing accident countermeasure programs. For example, road surface conditions at the time of the accident should be examined to evaluate snow and ice control measures. Accidents occurring during darkness can lead to improved street lighting, vehicle headlight systems or reflectorized traffic control devices.

One must be careful not to arrive at the wrong conclusions when interpreting traffic accident data. It would be incorrect to suggest that dry roads are two times more dangerous than icy roads. More information would be required about exposure to road conditions. While 36% of all the accidents occurred on snow or ice, such surface conditions occur relatively infrequently.

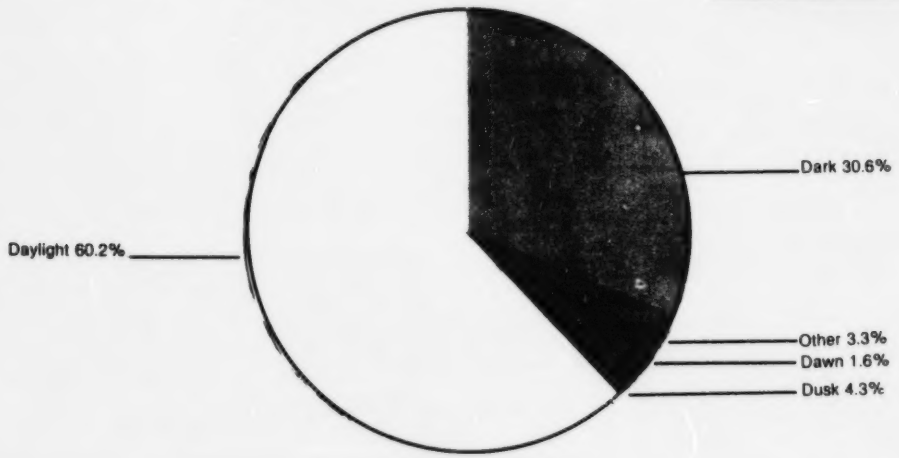
Studies show that the accident rate is higher during hours of darkness. Besides reduced visibility, there is an increased incidence of drivers and pedestrians under the influence of drugs or alcohol.

T.A.I.S. is capable of carrying out additional analysis that could correlate other factors with environmental conditions. A study used T.A.I.S. data to determine heavy truck involvement in traffic accidents found that 41 - 50% of the truck accidents occurred during inclement road and weather conditions.

1982 Accidents By Light Conditions & Severity

Figure 4.3

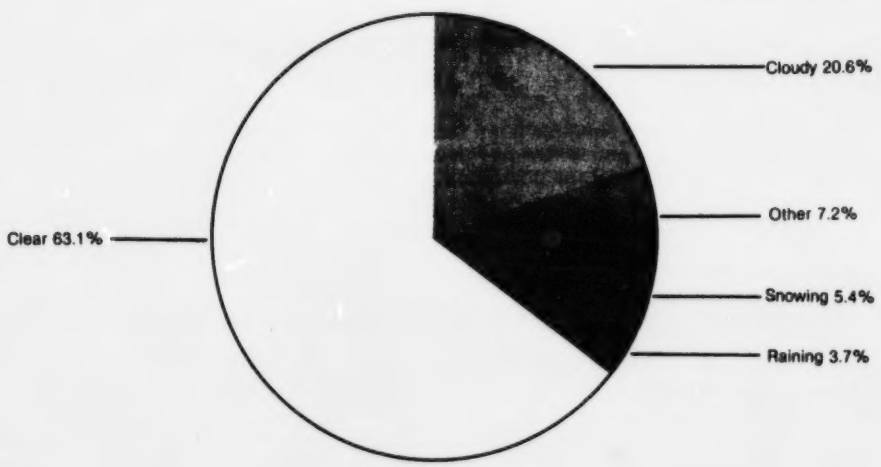
Daylight	20,804	3,390	91
Dark	10,535	1,745	84
Dusk	1,506	230	7
Dawn	522	103	5
Artificial Light	616	134	2
Not Stated	587	4	1
Total	**34,570**	**5,806**	**190**



1982 Accidents By Weather Conditions & Severity

Figure 4.4

Clear	21,715	3,645	118
Cloudy	7,087	1,178	43
Raining	1,287	219	10
Snowing	1,945	218	6
Sleet/Freezing Rain/Hail	224	50	4
Fog/Smoke/Smog	444	63	5
Drifting Snow/Dust	706	158	2
Strong Wind	126	25	0
Not Stated	1,036	50	2
Total	**34,570**	**5,806**	**190**



Section 4

Figure 4.5

1982 Accidents by Accident Configuration & Road System

Single Vehicle	**3,849**	**3,785**	**3,619**	**369**		
On The Road	1,858	1,292	3,044	153		
Left Ditch	856	1,016	223	78		
Right Ditch	1,135	1,457	352	138		
Multiple Vehicle	**2,159**	**1,389**	**24,868**	**348**		
Rear End	534	190	6,102	41		
Right Angle	255	162	7,063	23		
Sideswipe - Same Direction	130	20	1,253	4		
Sideswipe - Opposing Direction	144	131	632	33		
Head On	78	59	516	25		
Left Turn - Head-on	56	9	1,667	5		
Passing - Left Turn	191	41	1,190	10		
Passing - Right Turn	84	18	1,391	2		
Other	687	759	5,052	205		
Not Stated	0	0	2	0		
Total	**6,008**	**5,154**	**28,487**	**717**	**40,366**	**100.0**

Figure 4.6

1982 Accidents By Pedestrian Action, Road System and Severity

Crossing Marked Crosswalk	0	0	0	0	0	0	0	40	2	0	0	0
Crossing Mid Block or Roadway	0	0	0	0	0	0	0	45	4	0	0	0
Crossing Against Signal	0	0	0	0	0	0	0	20	0	0	0	0
Crossing No Signal or Crosswalk	0	0	0	0	0	0	0	43	1	0	1	0
Crossing With Signal	0	0	0	0	0	0	0	41	1	0	0	0
Emerging Front/Behind Parked Vehicle	0	1	0	0	1	0	1	35	0	0	0	0
Hitch Hiking	0	0	0	0	0	0	0	1	1	0	0	0
Lying on Roadway	0	0	0	0	1	0	0	5	1	0	0	0
Not Stated	0	0	1	0	4	0	2	26	0	0	1	0
On/Off School Bus	0	0	0	0	0	0	0	2	0	0	2	0
On/Off Veh. Other Than School Bus	0	1	0	0	1	0	0	8	0	0	0	0
On Sidewalk/Shoulder/Boulevard	0	0	1	0	0	0	0	11	1	0	1	0
Playing on Roadway	0	0	0	0	0	0	0	13	0	0	4	0
Running into Roadway	0	0	0	0	1	0	0	73	3	0	3	0
Walking Against Traffic	0	1	1	0	0	0	0	3	0	0	3	0
Walking on Roadway	0	2	1	0	2	1	0	13	5	0	3	0
Walking With Traffic	0	2	0	0	0	0	0	11	0	0	1	0
Working on Roadway	0	2	0	0	0	0	0	0	0	0	1	0
Working On/Pushing Vehicle	0	4	0	0	2	0	0	4	0	0	1	0
Total	**0**	**13**	**4**	**0**	**12**	**1**	**3**	**394**	**19**	**0**	**21**	**0**
Percent	**0.0**	**2.8**	**0.8**	**0.0**	**2.6**	**0.2**	**0.6**	**84.4**	**4.1**	**0.0**	**4.5**	**0.0**

Vehicle collisions with pedesrians is an accident category that often receives concern and more indepth study at local levels. 90% of the pedestrian accidents occur in urban areas, usually involving the young and elderly. Knowing where and how the accidents occur is equally important.

A variety of measures can be used to reduce pedestrian accidents. They include the use of traffic control devices or regulations, improving pedestrian visibility at night and the separation of pedestrian and vehicles, school safety patrols and pedestrian safety education.

The City of Saskatoon has implemented an intensive pedestrian safety education program called 'Crosssafe'.

T.A.I.S. can make available detailed analyses of pedestrian accidents for the design and monitoring of programs to improve pedestrian safety.

Number of Occurrences Where Human Condition Was A Major Contributing Factor By Driver Age

Figure 5.1

Driver Inattention	144	927	1,002	1,129	1,000	812	2,827	2,879	1,443	1,224	1,112	1,122	896
Driver Distraction	14	89	107	89	83	85	221	245	115	89	93	74	12
Had Been Drinking	25	154	230	299	278	236	706	475	175	124	84	35	77
Driving While Impaired	11	27	52	86	86	59	241	282	113	94	65	20	21
Extreme Fatigue	3	8	15	15	15	15	49	38	9	7	8	7	1
Fell Asleep	2	21	43	57	40	33	117	59	25	12	8	11	3
Driver Inexperience/Confusion	169	702	441	313	196	145	420	360	169	128	132	192	35
Lost Consciousness	0	2	2	3	4	3	8	8	5	6	11	13	1
Physical Disability	0	0	0	3	2	5	5	11	4	5	12	37	3
Prescription Medication	1	0	0	1	2	0	9	20	7	7	4	6	2
Drugs (illegal)	0	0	3	0	2	2	13	9	0	2	0	1	2
Illness	0	0	0	3	1	0	4	3	7	7	5	15	0
Total	**389**	**1,930**	**1,895**	**1,998**	**1,709**	**1,365**	**4,820**	**4,389**	**2,072**	**1,705**	**1,534**	**1,533**	**1,053**
Percent	**1.4**	**7.4**	**7.2**	**7.6**	**6.5**	**5.3**	**17.6**	**16.8**	**7.9**	**6.5**	**5.9**	**5.9**	**4.0**

Numer of Occurrences Where Human Action Was A Major Contributing Factor By Driver Age

Figure 5.2

Fail to Yield	40	189	235	221	225	182	720	798	431	396	405	457	169
Traf. Control Device Disregard	13	69	61	83	75	69	214	229	133	106	101	136	69
Following too Close	3	90	125	100	85	67	272	225	128	89	65	48	40
Driving too Fast For Conditions	50	444	420	483	394	333	1,021	838	374	245	136	92	203
Exceeding Speed Limit	9	78	79	96	76	43	164	106	29	8	6	2	26
Turning Improperly	10	60	52	68	66	68	157	219	107	100	134	121	59
Passing or Improper Lane	16	68	59	83	75	64	225	237	116	99	91	99	97
Backing Unsafely	9	64	67	79	63	61	187	240	109	138	105	137	84
Pedestrian Error/Confusion	25	9	9	9	13	7	27	37	15	10	10	10	76
Total	**175**	**1,071**	**1,107**	**1,222**	**1,072**	**894**	**2,987**	**2,929**	**1,442**	**1,191**	**1,053**	**1,102**	**823**
Percent	**1.0**	**6.3**	**6.4**	**7.2**	**6.3**	**5.2**	**17.5**	**17.2**	**8.4**	**7.0**	**6.2**	**6.5**	**4.8**

Number Of Drivers By Pre-Collision Action And Driver's Age

Figure 5.3

Backing	16	145	142	144	129	124	408	538	290	264	238	270	322
Changing Lanes	2	43	52	66	64	37	188	194	104	85	87	85	115
Entering Parked Position	1	9	15	14	14	12	37	49	29	23	28	20	32
Going Straight Ahead	252	1,711	2,100	2,319	2,170	1,846	6,969	7,711	3,830	2,946	1,132	1,424	1,577
Merging	1	4	2	3	5	3	21	23	10	11	6	10	15
Overtaking	5	39	23	34	34	25	138	125	50	59	32	23	43
Slowing or Stopping	9	123	130	119	129	123	416	517	272	196	142	85	179
Starting From Parked Position	4	25	35	33	30	24	83	100	54	62	77	58	105
Starting in Traffic	3	22	25	24	16	15	58	82	45	33	43	43	12
Stopped in Traffic	7	139	201	192	216	196	807	1,225	767	502	366	172	249
Turning Left	47	280	267	303	319	273	823	996	567	484	428	464	211
Turning Right	19	163	174	189	199	158	562	620	300	257	191	170	181
U-Turn	2	25	35	35	24	26	53	38	15	18	22	25	29
Unknown	11	17	15	29	11	13	66	66	35	20	15	7	1,800
Total	**379**	**2,745**	**3,216**	**3,504**	**3,380**	**2,875**	**10,829**	**12,284**	**6,368**	**4,960**	**3,807**	**2,856**	**4,870**
Percent	**0.6**	**4.4**	**5.2**	**5.7**	**5.4**	**4.6**	**17.2**	**19.9**	**10.3**	**8.0**	**6.2**	**4.6**	**7.9**

Section 6

Number of Charges Laid Or Contemplated By Road System

Figure 6.1

Unregistered Vehicle	39	28	187	15
Disobey Stop Sign	82	6	737	1
Fail to Signal	8	7	19	0
Speed too Fast for Road Conditions	152	313	805	30
Driving Without Due Care & Attention	484	378	1,137	47
Following too Close	47	26	426	3
Failure to Drive Right of Center	14	23	37	1
Improper Lane Change	23	0	303	0
Improper Turn	15	4	259	1
Failure to Yield Right-of-Way	94	80	1,565	3
Failure to Yield to Pedestrian	0	0	36	0
Disobey Traffic Signal	0	1	283	0
Inadequate Brakes	4	1	41	0
Unsafe Backing	2	3	394	0
No Drivers Licence	108	[illegible]	577	45
Not Using Seat Belt	17	43	24	2
Dangerous Driving	25	14	104	7
Driving While Disqualified	36	31	122	14
Criminal Negligence	15	6	36	4
Failure to Remain at Scene	40	25	685	14
Impaired Driving	146	74	860	23
Refuse Breath Test	11	5	108	2
24 Hour Suspension	18	5	101	0
Other	255	285	878	54
Total	**1,635**	**1,444**	**9,754**	**266**
Percent	**12.5**	**11.0**	**74.5**	**2.0**

Number of Charges Laid Or Contemplated By Driver Age

Figure 6.2

Unregistered Vehicle	3	16	24	23	24	20	66	54	19	6	4	3	7
Disobeying Stop Sign	4	48	47	55	46	36	118	146	77	77	79	118	5
Fail to Signal	1	2	4	3	2	2	6	4	1	1	2	5	1
Speed Too Fast	2	178	149	144	124	117	265	173	56	44	31	10	7
Driv. W/o Due Care & Attn.	4	200	230	253	198	150	405	257	102	73	87	57	30
Following Too Close	1	47	65	50	34	29	93	78	41	25	20	18	1
Fail to Drive Rt. of Centre	0	2	2	10	3	4	12	16	12	5	1	6	2
Improper Lane Change	1	13	22	23	14	14	50	57	32	27	41	30	2
Improper Turn	0	24	14	8	10	15	38	50	26	27	35	31	1
Failure to Yield	4	109	108	107	83	85	298	302	148	162	171	163	2
Fail to Yield to Pedestrian	0	2	6	6	2	3	7	5	1	0	4	0	0
Disobey Traffic Signal	0	12	16	20	15	23	43	57	27	21	18	30	2
Inadequate Brakes	0	6	6	3	2	0	13	8	4	1	2	1	0
Unsafe Backing	0	23	24	24	23	18	55	79	36	41	29	41	6
No Driver's Licence	13	69	49	85	69	62	221	156	46	20	13	8	5
Not Using Seat Belt	0	4	14	7	4	11	14	20	8	2	1	1	0
Dangerous Driving	2	17	12	20	13	12	46	18	1	2	0	0	7
Driving While Disqualified	0	4	6	12	14	16	48	58	22	15	4	0	4
Criminal Negligence	1	8	3	10	2	4	18	11	1	0	0	0	3
Failure to Remain at Scene	3	27	46	63	57	35	123	118	34	33	19	10	196
Impaired Driving	1	32	51	79	74	67	231	274	110	91	64	22	7
Refuse Breath Test	0	0	1	4	10	4	19	40	20	13	10	3	2
24 Hour Suspension	0	6	14	21	6	6	16	17	17	8	8	1	4
Other	39	108	128	134	131	95	278	208	81	69	55	66	78
Total	**81**	**957**	**1,041**	**1,184**	**980**	**828**	**2,483**	**2,206**	**922**	**783**	**698**	**624**	**372**
Percent	**0.8**	**7.3**	**8.0**	**8.9**	**7.3**	**6.3**	**19.0**	**16.8**	**7.0**	**5.8**	**5.3**	**4.8**	**2.9**

Licensed Drivers Compared To Drivers Involved In Accidents & Charges - By Driver Age

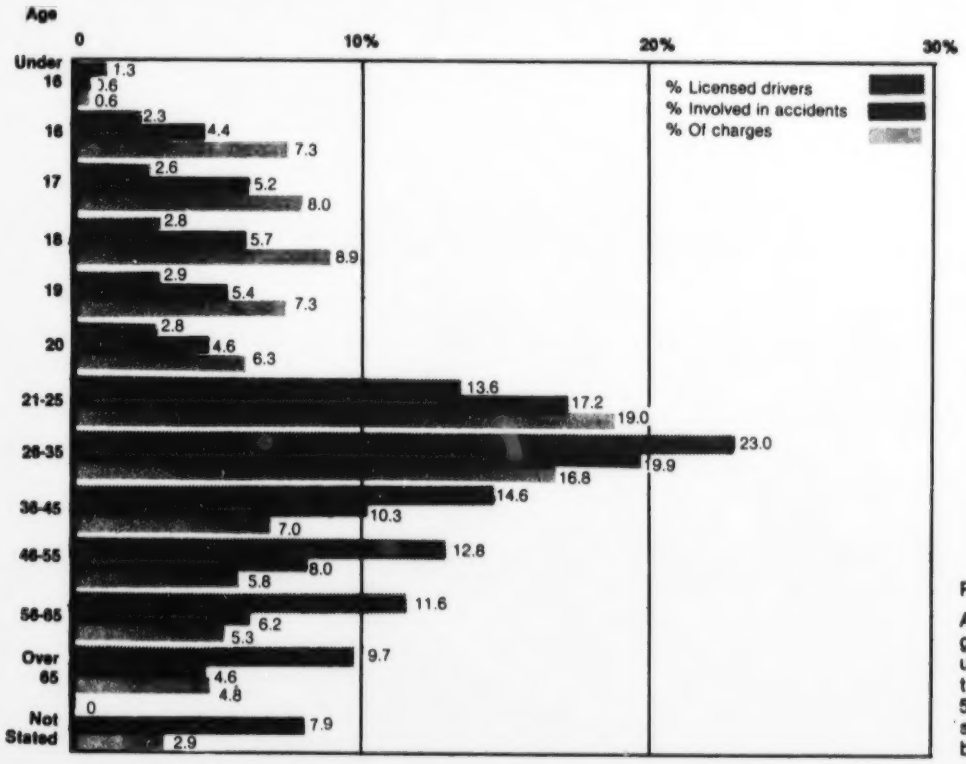
Figure 6.3

Licensed Drivers	7,946	14,468	16,060	17,603	18,006	17,388	84,615	143,101	91,008	79,569	71,843	60,230	N.A.
Number Involved in Accidents	379	2,745	3,216	3,504	3,360	2,875	10,629	12,284	6,368	4,960	3,807	2,856	4,870*
Number of Charges	81	957	1,041	1,164	960	828	2,483	2,206	922	763	698	624	372

*Would include such accidents as hit & run where the driver is not apprehended

Percentage Of Licensed Drivers Compared To Percentage Of Drivers Involved In Accidents & Percentage Of Charges - By Driver Age

Figure 6.4



Please Note:

Ages over 20 are in 5 and 10 year groupings. To compare with figures under 2l years of age, it is necessary to divide the grouping by a factor of 5 or 10. This is done to conserve space, however actual figures can be obtained from T.A.I.S.

The age of drivers involved in traffic accidents can form the basis of various analysis and countermeasure programs. The reason for this interest is the apparent over-involvement of 16-20 year olds in traffic accidents. For example, compare 18 year old and 36 year old drivers.

Figure 6.4 illustrates that 18 year olds represent 2.8% of all the licenced drivers, but are involved in 5.7% of all the accidents. On the average, a 36 year old driver represents 1.5% of all drivers but they are involved in only 1% of all accidents. In other words, this information suggests that 18 year olds are involved in almost six times as many accidents as 36 year olds.

Young drivers also have disproportionately large number of charges laid after the accident occurred. Figure 6.3 shows that 18 year olds received 1,164 charges, whereas a 36 year old driver would have received only 92 charges. This shows, that 18 year olds are 13 times more likely to be charged after an accident as compared to a 36 year old.

Figure 6.2 shows the type of charges laid. In the example chosen, 18 year olds are charged mostly with "speed too fast for conditions" and "driving without due care and attention". The highest category for the 36 year old driver is "failure to yield the right-of-way".

Other factors such as exposure, risk, experience, alcohol, and vehicle types must be known to fully understand the relationship of drivers age and accident involvement. For example one study indicates that the risk of having an accident is a factor of driving experience and not age. In other words a 36 year old learning to drive is as likely to have an accident as a 16 year old driving for the first time.

Section 7

Drivers Injured And Safety Equipment Used

Figure 7.1

	Injuries				Fatalities			
	Minor	Moderate	Major	Total	At Scene or DOA	Within 48 Hours	Within 30 Days	Total
Lap & Shoulder Belt	606	848	183	1,637	19	2	1	22
Lap Belt	131	278	58	467	3	1	0	4
Lap Belt & Air Bags	0	1	0	1	0	0	0	0
Air Bags	0	0	0	0	0	1	0	1
Passive Seat Belts	0	0	0	0	0	0	0	0
Helmet	35	92	56	183	9	2	1	12
Protective Clothing	1	0	0	1	0	0	0	0
None Available	136	280	119	535	9	0	1	10
Available - Not Used	288	671	364	1,323	71	5	3	79
Not Stated	124	213	90	427	3	0	3	6
Total	**1,321**	**2,383**	**870**	**4,574**	**114**	**11**	**9**	**134**

Figure 7.2

Passengers Injured And Safety Equipment Used*

	Injuries				Fatalities			
	Minor	Moderate	Major	Total	At Scene or DOA	Within 48 Hours	Within 30 Days	Total
Lap & Shoulder Belt	238	421	78	737	3	4	0	7
Lap Belt	122	229	38	389	4	0	0	4
Lap Belt & Air Bags	1	2	0	3	0	0	0	0
Air Bags	0	0	0	0	0	0	0	0
Passive Seat Belts	1	1	0	2	0	0	0	0
Child Restraint	9	23	4	36	0	0	0	0
Helmet	1	16	5	22	0	0	0	0
Protective Clothing	0	0	0	0	0	0	0	0
None Available	68	210	75	353	6	0	2	8
Available - None Used	339	863	391	1,593	54	6	2	62
Not Stated	83	169	67	319	0	0	0	0
Total	**862**	**1,934**	**658**	**3,464**	**67**	**10**	**4**	**81**

*Does not include passengers riding or hanging on outside the vehicle.

Injury Classification:

Minor - No treatment. Minor abrasions and bruises. Complaint of pain but no medical attention required.

Moderate - Treated and released. Injuries or complaint of pain that required medical treatment but not admitted to hospital.

Major - Hospitalized. Victim went to the hospital and was admitted for treatment or observation.

Seat Belts

In Saskatchewan it is compulsory that seat belts be used by all vehicle occupants. Small children must be secured in an approved child restraint.

A special feature of T.A.I.S. is the ability to record the severity of injuries and the protective safety equipment used. The above tables demonstrate the benefits of seat belts. For example, 159 unbelted persons were killed and 949 unbelted received major injuries. In comparison only 38 belted persons died and 361 belted persons received major injury. This can be interpreted that an unbelted person is four times more likely to be killed and 2.6 times as likely to receive serious injury than a person wearing available restraints.

Another measure of seat belt effectiveness is the Seat Belt Survivors Club. There are now 1800 members who have given personal testimonials about how seat belts reduced the severity of injury in an accident that they were involved in.

Ejection of unbelted drivers, especially in single vehicle roll over accidents, is a frequent factor in death and serious injury.

Number of Vehicles Involved in Accidents By Vehicle Type And Road System

Figure 8.1

Vehicle Type	Provincial Highways	Road Roads	Urban Streets	Other	Total	%
Ambulance/Police/Fire	27	10	132	4	173	0.3
Auto	4,187	2,546	36,817	396	43,946	63.9
Bicycle	7	0	235	3	245	0.4
Construction/Maintenance Equip.	22	18	90	5	135	0.2
Farm Equipment	31	44	19	1	95	0.1
Inter-City Bus	7	0	22	0	29	0.0
Motorcycle	75	66	575	16	732	1.1
Motorhome	19	4	47	4	74	0.1
Not Stated	54	29	2,260	69	2,412	3.5
Off Highway Vehicle	0	0	1	0	1	0.0
Other Bus	7	0	27	1	35	0.0
Power Bicycle	0	1	13	1	15	0.0
School Bus	14	16	102	4	136	0.2
Semi Trailer Power Unit	475	106	423	34	1,038	1.5
Snowmobile	10	39	40	39	128	0.2
Transit Bus	2	0	225	0	227	0.3
Trucks Over 5 000 kg	261	279	723	25	1,288	1.9
Trucks 5 000 kg & Under	2,213	2,570	10,374	430	15,496	22.5
Vans 5 000 kg & Under	363	177	2,098	42	2,673	3.9
Total	**7,774**	**5,905**	**54,223**	**976**	**68,878**	
Percent	**11.3**	**8.6**	**78.7**	**1.4**		**100.0**

Number of Vehicles Involved in Accidents By Vehicle Type And Severity

Figure 8.2

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Ambulance/Police/Fire	142	30	1	173	0.3
Auto	38,233	5,584	129	43,946	63.8
Bicycle	23	220	2	245	0.4
Construction/Maintenance Equipment	119	14	2	135	0.2
Farm Equipment	70	24	1	95	0.1
Inter-City Bus	22	6	1	29	0.0
Motorcycle	274	440	18	732	1.1
Motorhome	65	9	0	74	0.1
Not Stated	2,379	31	2	2,412	3.5
Off Highway Vehicle	0	1	0	1	0.0
Other Bus	28	7	0	35	0.0
Power Bicycle	11	3	1	15	0.0
School Bus	118	18	0	136	0.2
Semi Trailer Power Unit	870	147	21	1,038	1.5
Snowmobile	78	49	1	128	0.2
Transit Bus	198	29	0	227	0.3
Trucks Over 5 000 kg	1,113	162	13	1,288	1.9
Trucks 5 000 kg And Under	13,485	1,927	84	15,496	22.5
Vans 5 000 kg And Under	2,341	317	15	2,673	3.9
Total	**59,569**	**9,018**	**291**	**68,878**	
Percent	**86.5**	**13.1**	**0.4**		**100.0**

Knowing the type of vehicle involved in traffic accidents makes it possible for countermeasures to be aimed at specific categories. There is currently interest in motorcycles, large trucks and vans because of the increase in numbers of these types of vehicles with subsequent increases in accidents and casualties.

Section 8

Figure 8.3

Number Of Vehicles Involved In Accidents By Age Of Vehicle And Vehicle Type

Year								
1983	59	59	2	1	0	3	2	
1982	1,844	917	81	149	9	63	8	
1981	3,693	2,196	253	161	27	111	29	
1980	3,754	2,134	304	96	22	93	25	
1979	3,468	2,207	314	78	32	55	27	
1978	3,703	1,737	197	62	35	36	33	
1977	3,780	1,631	165	40	34	38	31	
1976	3,867	1,620	139	28	40	27	26	
1975	3,408	1,302	177	34	25	25	26	
1974	3,272	1,052	144	22	27	20	34	
1973	2,774	611	79	12	5	9	27	
1972	2,302	478	74	14	5	7	19	
1971	1,317	270	43	6	10	3	6	
1970	1,030	218	40	4	4	1	6	
969	902	248	33	3	5	1	14	
1968	883	193	20	1	15	7	9	
1967	650	178	19	0	3	3	10	
1966 or Less	1,464	450	111	7	77	20	11	
Not Stated	1,776	668	131	29	52	329	2,069	
Total	**43,946**	**18,169**	**2,326**	**747**	**427**	**851**	**2,412**	
Percentage	**63.8**	**26.4**	**3.4**	**1.1**	**0.6**	**1.2**	**3.5**	

Figure 8.4

Number of Drivers By Accident Configuration & Driver Age

Accident Configuration	Under 16											Over 65	Age Not Stated		
Head On	15	46	55	70	56	44	183	220	119	88	63	38	134	1,131	
Passing - left turn	13	125	143	164	145	118	447	589	304	246	222	178	131		
On The Road	40	308	387	421	437	356	1,157	1,270	669	520	348	197	220		
Rear End	40	582	661	763	646	594	2,245	2,719	1,529	1,044	787	450	1,126		
Right Angle	116	606	688	745	777	613	2,555	3,044	1,618	1,368	1,073	947	526		
Passing - right turn	10	100	111	144	139	112	482	516	252	202	168	121	240		
Sideswipe - Opp. Direct.	4	64	86	105	67	71	259	347	167	150	109	81	119		
Sideswipe - Same Direct.	7	81	105	83	98	80	293	342	195	164	135	113	419		
Left Ditch	27	157	164	197	148	135	462	405	197	129	78	52	18		
Right Ditch	35	201	240	233	244	204	633	615	260	189	123	72	32		
Left turn - head on	24	118	167	162	216	189	643	736	364	298	268	219	108		
Other	48	357	409	417	387	359	1,270	1,481	694	561	433	388	1,797		
Total	**379**	**2,745**	**3,216**	**3,504**	**3,360**	**2,875**	**10,629**	**12,284**	**6,368**	**4,960**	**3,807**	**2,858**	**4,870**		
Percent	**0.8**	**4.4**	**5.2**	**5.7**	**5.4**	**4.6**	**17.2**	**19.9**	**10.3**	**8.0**	**6.2**	**4.6**	**7.9**		

Number of Victims By Hour Of Occurrence And Age Of Victim

Section 9

Figure 9.1

12 to 1 a.m.	6	3	16	127	75	23	12	10	5	
1 to 2 a.m.	4	3	20	184	144	37	13	12	12	
2 to 3 a.m.	0	0	19	162	124	32	10	9	6	
3 to 4 a.m.	0	0	14	111	71	9	2	2	4	
4 to 5 a.m.	1	0	9	63	61	13	6	3	2	
5 to 6 a.m.	0	0	5	35	34	6	3	7	1	
6 to 7 a.m.	1	0	0	35	40	10	6	6	4	
7 to 8 a.m.	2	3	6	50	72	34	22	28	4	
8 to 9 a.m.	8	15	18	68	68	36	29	30	6	
9 to 10 a.m.	17	9	14	40	54	31	20	52	2	
10 to 11 a.m.	15	8	10	44	74	33	35	74	14	
11 to 12 p.m.	24	30	21	61	76	48	29	80	8	
12 to 1 p.m.	16	23	23	83	92	28	32	44	10	
1 to 2 p.m.	23	17	17	91	105	38	34	83	8	
2 to 3 p.m.	28	27	28	101	102	43	36	92	19	
3 to 4 p.m.	27	34	36	123	135	59	56	109	8	
4 to 5 p.m.	18	36	33	124	173	66	58	117	13	
5 to 6 p.m.	29	38	50	129	152	78	47	95	12	
6 to 7 p.m.	23	21	36	120	142	54	28	63	23	
7 to 8 p.m.	24	21	30	126	116	66	31	52	12	
8 to 9 p.m.	14	15	27	129	133	34	17	40	8	
9 to 10 p.m.	8	12	33	113	116	39	21	40	11	
10 to 11 p.m.	2	2	31	118	101	32	23	27	3	
11 to 12 a.m.	5	3	27	173	95	27	16	22	10	
Not Stated	5	3	4	28	27	12	1	7	2	
Total	**300**	**323**	**527**	**2,438**	**2,382**	**888**	**587**	**1,104**	**207**	
Percent	**3.4**	**3.7**	**6.0**	**27.9**	**27.2**	**10.1**	**6.7**	**12.6**	**2.4**	

Number of Victims By Position In/On Vehicle and Age Of Victim

Figure 9.2

Position											
Driver	16	61	110	1,346	959	967	424	349	464	12	
Passenger 2	63	35	87	211	97	65	27	25	28	31	
Passenger 3	62	47	146	550	300	268	131	120	209	95	
Passenger 4	28	30	32	80	26	21	11	8	19	11	
Passenger 5	31	23	31	54	21	15	7	9	5	6	
Passenger 6	22	25	43	89	29	22	12	15	27	20	
Passenger 7	4	18	17	20	5	5	1	5	2	6	
Pedestrian	58	81	47	63	47	44	30	28	76	9	
Riding On	0	0	8	11	3	3	1	0	3	1	
Not Stated	16	3	6	14	15	7	2	2	2	16	
Total	**300**	**323**	**527**	**2,438**	**1,502**	**1,417**	**646**	**561**	**835**	**207**	
Percent	**3.4**	**3.7**	**6.0**	**27.8**	**17.2**	**16.2**	**7.4**	**6.4**	**9.5**	**2.4**	

Position In/On Vehicle

1 Driver
2 - 7 Passenger
8 Riding or Hanging On
Pedestrian

Section 9

Figure 9.3

Number of Victims By Month Of Occurrence & Age Of Victim

January	19	18	16	131	142	62	47	63	8	
February	15	25	19	121	121	57	42	53	14	
March	30	15	30	142	179	81	56	92	20	
April	15	20	49	163	159	51	41	60	19	
May	30	45	49	267	216	61	42	95	21	
June	31	35	71	263	238	81	44	94	12	
July	38	40	60	257	248	78	57	106	33	
August	33	28	53	254	220	70	58	124	17	
September	33	40	58	261	279	88	62	107	19	
October	24	16	61	237	217	88	48	106	17	
November	18	15	31	165	179	80	44	105	10	
December	14	26	30	177	183	91	46	98	17	
Not Stated	0	0	0	0	1	0	0	1	0	
Total	**300**	**323**	**527**	**2,438**	**2,382**	**888**	**587**	**1,104**	**207**	
Percent	**3.5**	**3.7**	**6.0**	**27.8**	**27.2**	**10.1**	**6.7**	**12.6**	**2.4**	

Figure 9.4

Number of Victims By Age Of Victims & Road System

Age of Victim	Provincial Highways Inj	Fat	Rural Roads Inj	Fat	Urban Streets Inj	Fat	Inj	Fat	Total Fat
00-05	70	1	55	2	163	0	9	0	3
06-10	49	2	40	2	210	3	17	0	7
11-15	102	6	143	7	251	1	17	0	14
16-20	522	25	576	14	1,207	17	74	3	
21-30	621	25	396	7	1,236	12	80	5	
31-40	237	13	139	7	468	5	19	0	
41-50	160	18	94	3	300	0	11	1	
Over 50	334	28	126	19	569	13	15	0	
Not Stated	60	0	29	0	106	1	11	0	1
Total	**2,155**	**118**	**1,598**	**61**	**4,510**	**52**	**253**	**9**	
Percent Of Total Victims	**24.6**	**1.3**	**18.3**	**0.7**	**51.5**	**0.6**	**2.9**	**0.1**	

Figure 9.5

Number Of Victims By Day Of Week Of Occurrence And Age Of Victim

Monday	29	32	61	214	288	92	65	129	25	
Tuesday	44	49	41	251	282	113	82	146	20	
Wednesday	51	47	57	242	256	109	72	130	20	
Thursday	39	56	65	249	298	118	76	179	32	
Friday	54	43	87	373	425	165	107	212	34	
Saturday	44	59	138	607	479	162	107	193	51	
Sunday	39	37	78	502	352	129	78	113	25	
Not Stated	0	0	0	0	2	0	0	2	0	
Total	**300**	**323**	**527**	**2,438**	**2,382**	**888**	**587**	**1,104**	**207**	
Percent	**3.5**	**3.7**	**6.0**	**27.8**	**27.2**	**10.1**	**6.7**	**12.6**	**2.4**	

Number of Accidents Involving Fixed Objects

Section 10

Figure 10.1

Approach	158	123	9
Traffic Barricade	44	4	0
Building/Wall	264	47	0
Bridge Structure	137	32	1
Crash Cushion	12	1	0
Culvert	74	18	0
Curbing	670	176	6
Delineator Posts	13	3	0
Ditch Bottom/Back Slope	1,492	608	36
Fence	577	85	0
Fire Hydrant	140	11	0
Gravel Pile	56	19	1
Guard Rail	263	42	7
Light Standard	392	90	2
Median/Barrier	128	26	2
Parking Meter	23	2	0
Power Pole	556	78	0
Rock Cut	146	21	1
Sign Post	506	62	3
Signal Stand	103	34	0
Snow Bank	518	80	2
Tree/Bush	802	166	1
Fixed Objects Total	**7,076**	**1,728**	**71**

Number of Accidents Involving Movable Objects

Figure 10.2

Animal	2,686	63	0
Another Vehicle	23,957	3,145	95
Bicyclist	22	211	3
Construction Machinery	46	5	1
Farm Machinery	87	18	2
Maintenance Machinery	77	6	0
Pedestrians	5	426	21
Railroad Train*	61	24	6
Movable Objects Total	**26,942**	**3,898**	**128**

* There were 37 personal injuries and nine fatalities as a result of the 91 accidents involving trains in 1982. Over half, (52%) of the 91 accidents occurred in Urban areas with 37% occurring on rural roads, 10% on provincial highways and 1% on other road locations.

Number of Accidents Involving Non-Collision Events

Figure 10.3

Fire/Explosion	461	17	5
Overturned	2,246	1,365	76
Ran Off the Road	4,228	1,661	92
Skidding/Sliding	4,296	1,030	53
Submersion	24	5	1
Other	450	64	6
Not Stated	1,643	56	4
Non-Collision Events Total	**13,348**	**4,198**	**237**

Section 11

Accidents Involving Alcohol

Figure 11.1

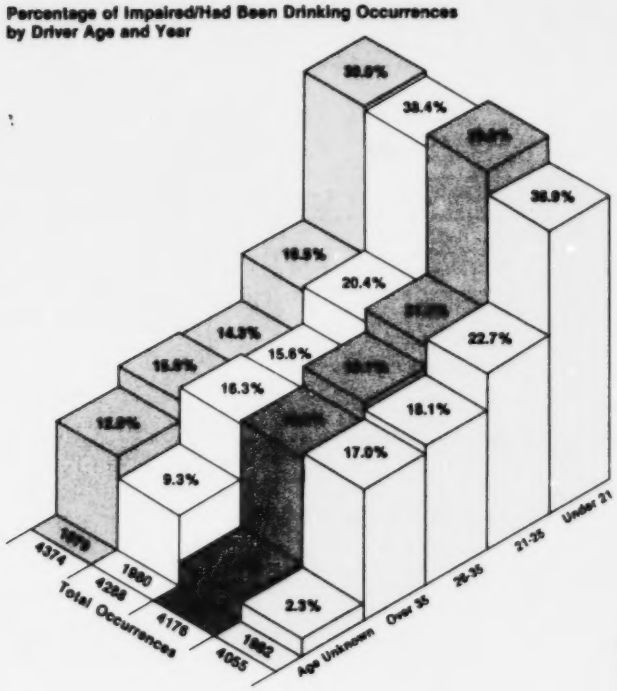


Figure 11.2

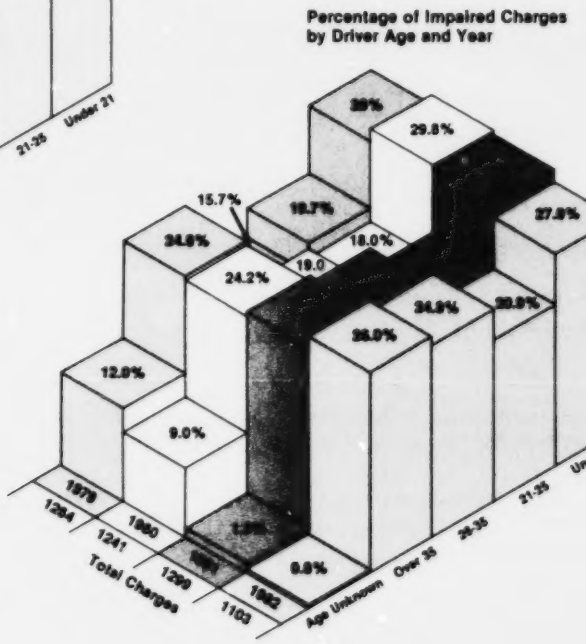
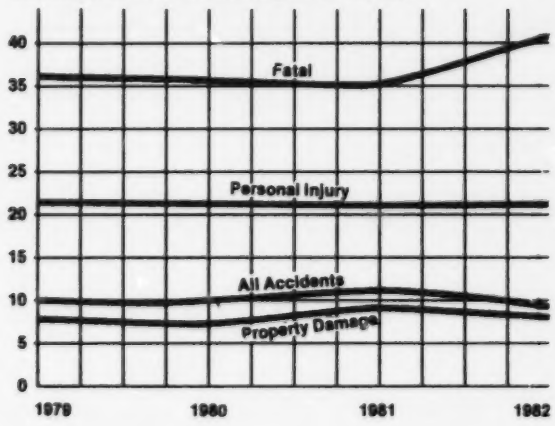


Figure 11.3



In the spring of 1981 a Night-Time Driver Survey was carried out in Saskatchewan. The survey took place between May 27 and June 27, from 9:00 p.m. to 3:00 a.m. on Wednesday, Thursday, Friday and Saturday nights.

- 3.3% of drivers, or one driver in 30, had a blood alcohol concentration (BAC) in excess of 80 mg%.
- 2.5% of drivers, or one driver in 40, had a blood alcohol concentration (BAC) between 61 and 80 mg%.
- 5.8% of drivers, or one driver in 17, had a BAC in excess of 60 mg% - the level legally recognized by Saskatchewan as producing driving impairment.
- There was a definite increase in BAC's after midnigh -between 2:00 a.m. and 3:00 a.m. One driver in five could be legally removed from the road.
- Young drivers (16 - 24 years old) comprise of 52% o all drivers on the roads at night. While their BAC's are lower than other drivers, especialy those in the - 39 year old age group, their very numbers give this group the highest number of drinking drivers on the road.

1982 Traffic Accident Statistics By Highway Control Section

Highway · Control Section		[illegible]	[illegible]	[illegible]	[illegible]	Persons Injured	Persons Fatalities
1-01	Manitoba Border - Moosomin	[illegible]	4	1	[illegible]	6	1
1-02	Moosomin - Whitewood	[illegible]	8	1	[illegible]	10	1
1-03	Whitewood - Broadview	[illegible]	1	0	[illegible]	3	0
1-04	Broadview - Grenfell	[illegible]	4	0	[illegible]	5	0
1-05	Grenfell - Indian Head	[illegible]	[illegible]	1	[illegible]	23	2
1-06	Indian Head - Qu'Appelle	[illegible]	3	0	[illegible]	9	0
1-07	Qu'Appelle - Balgonie	[illegible]	3	0	[illegible]	4	0
1-08	Balgonie - Regina	[illegible]	[illegible]	1	[illegible]	38	2
1-10	Regina - Jct Hwy 39	[illegible]	[illegible]	1	[illegible]	48	2
1-11	Jct Hwy 39 - Moose Jaw	7	1	0	8	1	0
1-13	N Jct Hwy. 2 - Mortlach	[illegible]	12	0	[illegible]	27	0
1-14	Mortlach - Chaplin	17	12	0	[illegible]	28	0
1-15	Chaplin - W Jct Hwy 19	[illegible]	7	0	[illegible]	9	0
1-16	W Jct Hwy 19 - Rush Lake	8	5	0	[illegible]	14	0
1-17	Rush Lake - Swift Current	[illegible]	3	0	[illegible]	2	0
1-18	Swift Current - Jct Hwy 32	11	3	0	[illegible]	6	0
1-19	Jct Hwy 32 - Gull Lake	[illegible]	7	1	[illegible]	21	4
1-20	Gull Lake - Sidewood	[illegible]	6	0	[illegible]	13	0
1-21	Sidewood - Maple Creek	[illegible]	2	0	[illegible]	6	0
1-22	Maple Creek - Alberta Border	11	2	0	[illegible]	3	0
2-01	U.S. Border - Rock Glen	2	2	0	4	2	0
2-02	Rock Glen - Assiniboia	12	4	0	[illegible]	8	0
2-03	Assiniboia - Jct Hwy 43	3	1	0	4	1	0
2-04	Jct Hwy 43 - Jct Hwy 36	14	6	0	[illegible]	8	0
2-05	Jct Hwy 36 - Moose Jaw S	12	2	0	[illegible]	2	0
2-06	Moose Jaw S - Moose Jaw N	8	0	0	8	0	0
2-07	Moose Jaw N - Tuxford	11	1	0	[illegible]	2	0
2-08	Tuxford - Chamberlain	13	1	1	[illegible]	3	1
2-09	Findlater - Liberty	6	3	0	9	3	0
2-10	Liberty - Imperial	4	2	0	6	2	0
2-11	Imperial - Watrous	5	0	0	5	0	0
2-12	Watrous - Young	5	2	0	7	2	0
2-13	Young - Jct Hwy 16	3	2	0	5	5	0
2-14	Jct Hwy 16 - S Jct Hwy 5	1	0	0	1	0	0
2-15	S Jct Hwy 5 - Jct Hwy 27	4	0	0	4	0	0
2-16	Jct Hwy 27 - Wakaw	5	2	0	7	5	0
2-17	Wakaw - St. Louis	9	9	0	[illegible]	12	0
2-18	St. Louis - Prince Albert	12	4	1	17	12	1
2-19	Prince Albert S - Jct Hwy 55	3	0	0	3	0	0
2-20	Jct Hwy 55 - Christopher Lake	21	10	1	[illegible]	16	2
2-21	Christopher Lake - Jct Hwy 264	6	2	0	8	2	0
2-22	Jct Hwy 264 - Weyakwin Lake	11	2	0	[illegible]	2	0
2-23	Weyakwin Lake - Jct Hwy 165	[illegible]	2	0	[illegible]	3	0
2-24	Jct Hwy 165 - La Ronge	5	2	0	7	3	0
2-25	La Ronge - Sucker River	3	2	1	6	6	1
2-26	Sucker River - Otter Lake	3	2	0	5	6	0
3-01	Manitoba Border - Erwood	3	0	0	3	0	0
3-02	Erwood - Hudson Bay	1	1	0	2	1	0
3-03	Hudson Bay - Prairie River	7	3	0	[illegible]	6	0
3-04	Prairie River - S Jct Hwy 23	[illegible]	4	0	[illegible]	6	0
3-05	S Jct Hwy 23 - Tisdale	6	3	0	[illegible]	6	0
3-06	Tisdale - Melfort	[illegible]	7	0	[illegible]	13	0
3-07	Melfort - Kinistino	[illegible]	4	0	[illegible]	6	0
3-08	Kinistino - Birch Hills	[illegible]	6	0	[illegible]	0	0
3-09	Birch Hills - Prince Albert	[illegible]	9	0	[illegible]	8	0
3-11	Prince Albert - Shellbrook	[illegible]	8	2	[illegible]	21	2
3-12	Shellbrook - Cameo	3	0	0	3	0	0
3-13	Cameo - Shell Lake	[illegible]	6	0	[illegible]	7	0
3-14	Shell Lake - Spiritwood	[illegible]	1	0	[illegible]	2	0
3-15	Spiritwood - Glaslyn	[illegible]	2	0	[illegible]	5	0
3-16	Glaslyn - Turtleford	[illegible]	4	1	[illegible]	7	2
3-17	Jct Hwy 26 - N Sask. River	[illegible]	3	0	[illegible]	10	0
3-18	N Sask. River - Alberta Border	4	1	0	5	3	0

1982 Traffic Accident Statistics By Highway Control Section

Highway - Control Section		Accidents				Persons	
		[illegible]	Personal Injury	Fatal	Total	Injured	Fatalities
4-01	U.S. Border - Val Marie	5	1	0	6	1	0
4-02	Val Marie - Cadillac	10	3	0	13	5	0
4-03	Cadillac - Jct Hwy 43	5	1	0	6	1	0
4-04	Jct Hwy 43 - Swift Current	15	2	0	17	8	0
4-05	Swift Current - Sask. Landing	19	3	0	22	7	0
4-06	Sask. Landing - Sanctuary	8	2	0	10	2	0
4-07	Sanctuary - Elrose	5	0	1	6	0	1
4-08	Elrose - Rosetown	11	2	0	13	6	0
4-09	Rosetown - Jct Hwy 31	2	1	0	3	1	0
4-10	Jct Hwy 31 - Biggar	3	0	0	3	0	0
4-11	Biggar - Struan Grid	9	0	1	10	0	1
4-12	Struan Grid - Red Pheasant	6	0	0	6	0	0
4-13	Red Pheasant - Battleford	8	1	0	9	1	0
4-14	Battleford - Jct Hwy 26	14	2	0	16	2	0
4-15	Jct Hwy 26 - Cochin	1	2	0	3	2	0
4-16	Cochin - Glaslyn	9	4	0	13	5	0
4-17	Glaslyn - Meadow Lake	21	3	0	24	3	0
4-18	Meadow Lake - Jct Hwy 104	3	2	1	6	6	1
5-01	Togo - Kamsack	4	2	0	6	5	0
5-02	Kamsack - Canora	3	0	0	3	0	0
5-03	Canora - Invermay	4	4	1	9	6	2
5-04	Invermay - Wadena	8	4	0	12	8	0
5-05	Wadena - Watson	10	1	0	11	2	0
5-06	Watson - Humboldt	30	4	0	34	5	0
5-07	Humboldt - N Jct Hwy 2	19	8	0	27	18	0
5-08	S Jct Hwy 2 - Patience Lake	15	6	1	22	13	1
5-09	Patience Lake - Saskatoon	9	4	1	14	8	2
5-10	College Drive in Saskatoon	4	1	2	7	3	2
6-01	U.S. Border - Jct Hwy 18	2	1	0	3	1	0
6-02	Jct Hwy 18 - Jct Hwy 13	7	3	0	10	13	0
6-03	Jct Hwy 13 - S Jct Hwy 39	13	0	0	13	0	0
6-04	S Jct Hwy 39 - Regina South	34	17	0	51	33	0
6-06	Regina North - Piapot I.R.	33	6	1	40	12	1
6-07	Piapot I.R. - Southey	16	5	0	21	7	0
6-08	Southey - Raymore	12	3	0	15	6	0
6-09	Raymore - Dafoe	9	1	1	11	2	2
6-10	Dafoe - Watson	7	5	0	12	9	0
6-11	Watson - Naicam	10	2	0	12	2	0
6-12	Naicam - Silver Park	5	2	2	9	3	2
6-13	Silver Park - Melfort	5	2	0	7	3	0
6-14	Melfort - Gronlid	9	3	0	12	4	0
6-15	Gronlid - Choiceland	5	1	0	6	1	0
7-01	Saskatoon - Jct Hwy 60	8	4	0	12	11	0
7-02	Jct Hwy 60 - Delisle	24	8	1	33	12	1
7-03	Delisle - Harris	6	2	0	8	5	0
7-04	Harris - Rosetown	40	5	1	46	21	1
7-05	Rosetown - Brock	29	9	0	38	16	0
7-06	Brock - Kindersley	23	8	0	31	12	0
7-07	Kindersley - Jct Hwy 307	9	0	0	9	0	0
7-08	Jct Hwy 307 - Alsask	9	3	0	12	4	0
8-01	U.S. Border - Carievale	7	0	0	7	0	0
8-02	Carievale - Redvers	23	1	0	24	1	0
8-03	Redvers - Fairlight	9	1	0	10	1	0
8-04	Fairlight - Moosomin	13	1	0	14	1	0
8-05	Moosomin - Qu'Appelle River	23	4	1	28	5	1
8-06	Qu'Appelle River - Langenburg	12	3	0	15	3	0
8-07	Churchbridge - Wroxton	6	0	1	7	1	1
8-08	Wroxton - Kamsack	10	0	0	10	0	0
8-09	Kamsack - Pelly	11	2	1	14	5	1
8-10	Norquay - end of Hwy 8	8	0	0	8	0	0
9-01	U.S. Border - Jct Hwy 18	4	1	0	5	2	0
9-02	Jct Hwy 18 - Carlyle	17	3	0	20	5	0
9-03	Carlyle - Jct Hwy 48	20	6	0	26	10	0

1982 Traffic Accident Statistics By Highway Control Section

Highway	Control Section	Accidents				Persons	
		Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
9-04	Jct Hwy 48 - Whitewood	6	2	0	8	4	0
9-05	Whitewood - Qu'Appelle River	11	1	0	12	2	0
9-06	Qu'Appelle River - Jct Hwy 22	11	2	0	13	4	0
9-07	Jct. Hwy 22 - Jct Hwy 15	9	1	0	10	3	0
9-08	Jct Hwy 15 - Yorkton	16	1	0	16	2	0
9-09	Yorkton - Canora	14	3	0	17	3	0
9-10	Canora - Jct Hwy 49	7	1	0	8	1	0
9-11	Jct Hwy 49 - Preeceville	6	1	0	7	3	0
9-12	Preeceville - Usherville	6	1	0	7	2	0
9-13	Usherville - Bertwell	7	1	0	8	1	0
9-14	Bertwell - Hudson Bay	11	3	0	14	9	0
9-15	Hudson Bay - Manitoba Border	16	5	0	21	5	0
10-01	Manitoba Border - Wroxton	10	0	0	10	0	0
10-02	Wroxton - Yorkton	21	1	0	22	3	0
10-03	Yorkton - Melville	22	1	1	24	3	1
10-04	Melville - Jct Hwy 22	8	0	0	8	0	0
10-05	Jct Hwy 22 - Fort Qu'Appelle	15	0	0	15	0	0
10-06	Fort Qu'Appelle - Balgonie	46	8	1	57	16	2
11-01	Regina - Lumsden	48	23	1	72	36	1
11-02	Lumsden - Bethune	20	9	0	29	16	0
11-03	Bethune - E Jct Hwy 2	11	4	1	16	7	1
11-04	E Jct Hwy 2 - Aylesbury	22	3	0	25	7	0
11-05	Aylesbury - Davidson	33	6	0	39	9	0
11-06	Davidson - Kenaston	21	1	0	22	1	0
11-07	Kenaston - Dundurn	28	6	0	34	8	0
11-08	Dundurn - Saskatoon	32	6	0	38	12	0
11-10	Saskatoon - Warman	26	8	1	35	10	1
11-11	Warman - Rosthern	19	3	1	23	12	1
11-12	Rosthern - Duck Lake	9	1	0	10	1	0
11-13	Duck Lake - Prince Albert	21	7	0	28	12	0
12-01	Jct Hwy 11 - Hepburn	16	5	0	21	10	0
12-02	Hepburn - Blaine Lake	14	0	0	14	0	0
12-03	Blaine Lake - Big Grass Lake	7	2	0	9	4	0
12-04	Big Grass Lake - Shell Lake	8	0	0	8	0	0
13-01	Manitoba Border - Redvers	12	1	0	13	1	0
13-02	Redvers - Carlyle	23	3	0	26	4	0
13-03	Carlyle - Stoughton	14	11	0	25	19	0
13-04	Stoughton - Griffin	9	2	0	11	3	0
13-05	Griffin - Weyburn	15	3	0	18	7	0
13-06	Weyburn to Jct Hwy 28	11	0	0	11	0	0
13-07	Jct Hwy 28 - Jct Hwy 6	6	2	0	8	2	0
13-08	Jct Hwy 6 - Jct Hwy 34	11	0	1	12	1	1
13-09	Jct Hwy 34 - Jct Hwy 36	4	2	0	6	3	0
13-10	Jct Hwy 36 - Assiniboia	4	3	0	7	5	0
13-11	Assiniboia - Lafleche	6	1	0	7	1	0
13-12	Lafleche - Kincaid	10	1	0	11	2	0
13-13	Kincaid - Cadillac	5	1	0	6	2	0
13-14	Cadillac - Jct Hwy 37	7	0	0	7	0	0
13-15	Shaunavon - Eastend	2	3	0	5	4	0
13-16	Eastend - Jct Hwy 21	8	0	0	8	0	0
13-17	E Jct Hwy 21 - Govanlock	5	3	0	8	6	0
14-12	Saskatoon - Asquith	30	9	1	40	16	3
14-13	Asquith - Perdue	3	1	0	4	1	0
14-14	Perdue - Biggar	7	0	1	8	0	1
14-15	Biggar - Landis	6	1	0	7	5	0
14-16	Landis - Wilkie	4	1	0	5	1	0
14-17	Wilkie - Unity	8	2	0	10	2	0
14-18	Unity - Salvador Grid	5	3	0	8	3	0
14-19	Salvador grid - Alberta Border	2	0	0	2	0	0
15-02	Bredenbury - Jct Hwy 9	5	1	0	6	2	0
15-03	Jct Hwy 9 - Melville	6	2	0	8	4	0
15-04	Melville - Jct Hwy 52	13	4	0	17	5	0
15-05	Jct Hwy 52 - Leross	7	1	0	8	1	0

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Highway - Control Section		Accidents				Persons	
		Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
15-06	Leross - Raymore	8	3	0	11	3	0
15-07	Raymore - S Jct Hwy 20	9	0	0	9	0	0
15-08	Nokomis - Jct Hwy 2	5	0	0	5	0	0
15-09	Jct Hwy 2 - Kenaston	5	1	0	6	1	0
15-10	Kenaston - Jct Hwy 19	2	0	0	2	0	0
15-11	Jct Hwy 19 - Outlook	5	4	0	9	5	0
15-12	Outlook - Milden	6	0	0	6	0	0
15-13	Milden - Rosetown	0	0	1	1	2	1
16-11	Manitoba Border - Churchbridge	13	0	0	13	0	0
16-12	Churchbridge - Yorkton	18	6	0	24	7	0
16-13	Yorkton - Springside	10	4	0	14	5	0
16-14	Springside - Insinger	6	1	0	7	1	0
16-15	Insinger - Tuffnell	1	0	0	1	0	0
16-16	Tuffnell - Elfros	7	1	1	9	2	4
16-17	Elfros - Dafoe	13	7	1	21	14	1
16-18	Dafoe - Guernsey	16	3	0	19	6	0
16-19	Guernsey - Jct Hwy 2	14	3	0	17	5	0
16-20	Jct Hwy 2 - Saskatoon	44	7	2	53	20	2
16-23	Jct Hwy 11 - North Sask. River	29	6	1	36	11	1
16-24	N Sask. River - Radisson	27	2	0	29	6	0
16-25	Radisson - Denholm	12	7	4	23	21	6
16-26	Denholm - North Battleford	6	2	0	8	2	0
16-27	N Battleford - Bresaylor	22	4	1	27	5	2
16-28	Bresaylor - Maidstone	16	6	3	25	10	3
16-29	Maidstone - Marshall	22	7	1	30	16	2
16-30	Marshall - Lloydminster	17	7	0	24	18	0
17-03	Macklin - Alberta Border	2	0	0	2	0	0
17-04	Jct Hwy 14 (Alta)-Lone Rock (Sask)	0	0	0	0	0	0
17-05	Alberta Border - Lloydminster	14	6	0	20	10	0
17-06	Lloydminster - Jct Hwy 3	12	7	0	19	16	0
17-07	Jct Hwy 3 - N Saskatchewan River	4	0	0	4	0	0
17-08	N. Sask. River - Onion Lake	2	0	0	2	0	0
18-01	Manitoba Border - Carievale	12	1	0	13	1	0
18-02	Carievale - Jct Hwy 9	32	2	0	34	2	0
18-03	Jct Hwy 9 - Bienfait	24	4	0	28	7	0
18-04	Estevan - Torquay	11	1	0	12	1	0
18-05	Torquay - Oungre	5	0	0	5	0	0
18-06	Oungre - Lake Alma	3	2	0	5	3	0
18-07	Lake Alma - N Jct Hwy 6	5	1	0	6	1	0
18-08	S Jct Hwy 6 - Big Beaver	4	0	0	4	0	0
18-09	Big Beaver - E Jct Hwy 36	8	1	0	9	1	0
18-10	W Jct Hwy 36 - Rockglen	5	3	0	8	3	0
18-11	Rockglen - Wood Mountain	5	1	0	6	4	0
18-12	Wood Mountain - Jct Hwy 19	12	0	0	12	0	0
18-13	Jct Hwy 19 - Ponteix Grid	3	4	0	7	13	0
18-14	Ponteix Grid - Val Marie	3	0	0	3	0	0
18-15	S Jct Hwy 4 - Climax	0	0	0	0	0	0
18-16	Climax - Divide	0	0	0	0	0	0
18-17	Divide - Robsart	1	2	0	3	3	0
19-01	Jct Hwy 18 - Kincaid	3	0	1	4	1	1
19-02	Kincaid - S Jct Hwy 43	2	1	0	3	1	0
19-03	S Jct Hwy 43 - W Jct Hwy 1	7	1	0	8	1	0
19-04	Chaplin - Central Butte	4	2	0	6	2	0
19-05	E Jct Hwy 42 - Elbow	9	1	0	10	1	0
19-06	Elbow - Jct Hwy 19	4	3	0	7	6	0
20-01	Lumsden - Jct Hwy 22	16	8	0	24	15	0
20-02	Jct Hwy 22 - Jct Hwy 15	11	0	0	11	0	0
20-03	Jct Hwy 15 - Jct Hwy 16	7	2	0	9	4	0
20-04	W Jct Hwy 16 - Humboldt	10	1	0	11	3	0
20-05	Humboldt - Pilger	3	2	0	5	4	0
20-06	Pilger - Crystal Springs	5	0	0	5	0	0
20-07	Crystal Springs - Jct Hwy 3	3	1	0	4	2	0
21-01	U.S. Border - Govenlock	0	0	0	0	0	0

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Highway - Control Section		Persons Injured	Persons Fatalities
21-03	Jct Hwy 13 - Cypress Hills	0	0
21-04	Cypress Hills - Maple Creek	3	0
21-05	Maple Creek - Jct Hwy 1	0	0
21-06	Jct Hwy 1 - Fox Valley	1	0
21-07	Fox Valley - Leader	7	0
21-08	Leader - Eatonia	2	0
21-09	Glidden - Kindersley	6	0
21-10	Kindersley - Jct Hwy 31	1	0
21-11	Jct Hwy 31 - Kerrobert	0	0
21-12	Kerrobert - Unity	2	2
21-13	Unity - E Jct Hwy 40	2	0
21-14	W Jct Hwy 40 - Maidstone	1	0
21-15	Maidstone - E Jct Hwy 3	2	0
21-16	Paradise Hill - Peck Lake	4	1
21-17	Peck Lake - Ministikwan Lake	0	0
21-18	Ministikwan Lake - Pierceland	4	0
22-01	Manitoba Border - Jct Hwy 8	2	0
22-02	Jct Hwy 8 - Stockholm	2	0
22-03	N Jct Hwy 9 - S Jct Hwy 22	2	0
22-04	Killaly - Jct Hwy 10	1	0
22-05	Lipton - Southey	7	0
22-06	Southey - Jct. Hwy 20	0	0
23-01	Jct Hwy 9 - Somme	2	0
23-02	Somme - Chelan	1	0
23-03	Chelan - Crooked River	2	0
23-04	N Jct Hwy 3 - Jct Hwy 55	4	0
24-01	Spiritwood - Leoville	7	0
24-02	Leoville - Chitek Lake	10	1
25-01	Birch Hills - St. Louis	4	0
26-01	Jct Hwy 4 - Meota	2	0
26-02	Meota - Turtleford	0	0
26-03	Turtleford - N Jct Hwy 3	5	0
26-04	N Jct Hwy 3 - Loon Lake	2	0
26-05	Loon Lake - Goodsoil	4	0
27-01	Jct Hwy 2 - Aberdeen	0	0
28-01	Lake Alma - Radville	2	0
28-02	Radville - Jct Hwy 13	3	0
29-01	Wilkie - Cloan Grid	1	0
29-02	Cloan grid - Battleford	2	0
30-02	Eston - Jct Hwy 7	3	0
31-01	Jct Hwy 4 - Plenty	3	0
31-02	Plenty - S Jct Hwy 21	2	0
31-03	Kerrobert - Salvador	4	0
31-04	Salvador - Macklin	2	0
32-01	Jct Hwy 1 - Success	2	0
32-02	Success - Cabri	7	0
32-03	Cabri - Lancer	2	0
32-04	Lancer - Leader	3	1
33-01	Stoughton - Fillmore	3	1
33-02	Fillmore - Francis	1	0
33-03	Francis - Kronau	2	0
33-04	Kronau - Regina	6	0
34-01	U.S. Border - Bengough	2	0
34-02	Bengough - Jct Hwy 13	0	0
35-01	U.S. Border - Oungre	0	0
35-02	Oungre - Colgate	0	0
35-03	Colgate - Weyburn	1	0
35-04	Weyburn - Francis	3	0
35-05	Jct Hwy 33 - Jct Hwy 48	0	0
35-06	Jct Hwy 48 - Qu'Appelle	0	0
35-07	Qu'Appelle - Jct Hwy 10	4	0
35-08	Fort Qu'Appelle - Lipton	0	0
35-09	Lipton - Leross	0	0

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Highway - Control Section						Persons	
						Injured	Fatalities
35-10	Leross - Elfros					1	0
35-11	Elfros - Wadena					2	0
35-12	Wadena - Jct Hwy 49					3	0
35-13	Jct Hwy 49 - Jct Hwy 349					7	0
35-14	Jct Hwy 349 - Tisdale					1	0
35-15	Tisdale - Jct Hwy 335					13	1
35-16	Jct Hwy 335 - Jct Hwy 55					4	0
35-17	Jct Hwy 55 - Torch River					0	0
36-01	U.S. Border - W Jct Hwy 18					8	1
36-02	W Jct Hwy 18 - W Jct Hwy 13					0	0
36-03	E Jct Hwy 13 - Jct Hwy 2					5	0
37-01	U.S. Border - Climax					2	0
37-02	Climax - Shaunavon					1	0
37-03	Shaunavon - Gull Lake					1	0
38-01	Kelvington - Perigord					4	0
38-02	Perigord - Chelan					0	0
38-05	Kuroki - Kelvington					0	0
39-01	U.S. Border - Bienfait					0	0
39-02	Bienfait - Estevan					2	0
39-03	Estevan - Midale					4	0
39-04	Midale - Weyburn					3	0
39-05	Weyburn - Yellow Grass					1	0
39-06	Yellow Grass - Corinne					6	0
39-07	Corinne - Pitman					4	0
39-08	Pitman - Jct Hwy 1					2	0
40-01	Jct Hwy 3 - Blaine Lake					3	0
40-02	Blaine Lake - Hafford					5	0
40-03	Hafford - North Battleford					0	0
40-04	Battleford - E Jct Hwy 21					14	2
40-05	E Jct Hwy 21 - Neilburg					1	0
40-06	Neilburg - Alberta Border					8	0
41-03	Wakaw - Aberdeen					9	4
41-04	Aberdeen - Jct Hwy 41					2	0
42-01	Tuxford - Keeler					1	0
42-02	Keeler - E Jct Hwy 19					0	0
42-03	E Jct Hwy 19 - Diefenbaker Lake					2	0
42-04	Diefenbaker Lake - Jct Hwy 342					1	0
42-05	Jct Hwy 342 - Milden					1	0
43-01	Jct Hwy 2 - Gravelbourg					0	0
43-02	Gravelbourg - S Jct Hwy 19					0	0
43-03	S Jct Hwy 19 - Jct Hwy 4					2	0
44-02	Davidson - Loreburn					0	0
44-03	N Jct Hwy 19 - Jct Hwy 45					2	0
44-04	Jct Hwy 45 - Dinsmore					3	0
44-05	Jct Hwy 42 - Jct Hwy 4					2	1
44-06	S Jct Hwy 4 - Eston					0	0
44-07	Eston - Glidden					1	0
44-08	Glidden - Mantario					2	0
44-09	Mantario - Alsask					1	1
45-01	Lucky Lake - Birsay					5	0
45-02	Birsay - Jct Hwy 44					0	0
45-03	Jct Hwy 44 - E Jct Hwy 15					0	0
45-04	W Jct Hwy 15 - Delisle					4	0
47-01	U.S. Border - Estevan					3	0
47-02	Estevan - Stoughton					1	0
47-03	Stoughton - Jct Hwy 48					1	0
47-04	Jct Hwy 48 - W Jct Hwy 1					0	0
47-05	Grenfell - S Jct Hwy 22					7	0
47-06	S Jct Hwy 22 - Melville					4	0
47-07	Melville - Willowbrook					4	0
47-08	Willowbrook - Springside					0	0
47-09	Springside - Buchanan					0	0
47-10	Buchanan - Preeceville					4	0

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Highway - Control Section	Persons Injured	Persons Fatalities
48-01 Manitoba Border - Fairlight	0	0
48-02 Fairlight - S Jct Hwy 9	7	0
48-03 N Jct Hwy 9 - Jct Hwy 47	9	0
48-04 Jct Hwy 47 - Jct Hwy 35	18	0
48-05 Jct Hwy 35 - White City	5	1
49-01 Manitoba Border - Pelly	0	0
49-02 Pelly - Stenen	2	0
49-03 Stenen - Okla	1	1
49-04 Okla - Kelvington	7	1
49-05 Kelvington - Jct Hwy 35	1	0
51-01 Biggar - Tramping Lake	1	0
51-02 Tramping Lake - Kerrobert	5	0
51-03 Kerrobert - Major	3	0
51-04 Major - Alberta Border	0	0
52-01 Yorkton - Willowbrook	1	0
52-02 Willowbrook - Jct Hwy 15	6	2
54-01 Jct Hwy 11 - Regina Beach	1	0
55-05 Jct Hwy 123 - Nipawin	6	0
55-06 Nipawin - White Fox	6	0
55-07 White Fox - Smeaton	16	0
55-08 Smeaton - Meath Park	3	0
55-09 Meath Park - Prince Albert	4	0
55-10 Shellbrook - Debden	9	2
55-11 Debden - Big River	10	0
55-12 Big River - Jct Hwy 124	4	1
55-13 Jct Hwy 124 - Green Lake	0	0
55-14 Green Lake - Meadow Lake	7	0
55-15 Meadow Lake - S Jct Hwy 26	1	0
55-16 Peerless - Alberta Border	0	0
56-01 Indian Head - Katepwa Lake	0	0
56-02 Katepwa Lake - Fort Qu'Appelle	3	1
56-03 Fort Qu'Appelle - Echo Valley	5	0
57-01 Manitoba Border - Jct Hwy 5	4	0
58-01 Jct Hwy 18 - Lafleche	2	0
58-02 Lafleche - Gravelbourg	5	0
58-03 Gravelbourg - Jct Hwy 363	1	1
60-01 Pike Lake - Saskatoon	3	0
80-01 Esterhazy - Churchbridge	1	0
99-10 Jct Hwy 6 - Craven	1	0
101-01 Jct Hwy 155 - Cole Bay	2	0
102-01 Otter Lake - Island Lake Creek	2	4
102-02 Island Lake Creek - Waddy River	0	0
102-03 Waddy River - Southend	0	0
104-01 Jct Hwy 4 - Cole Bay	3	0
105-01 Jct Hwy 102 - Davin Lake	2	0
105-02 Atwater Lk Acc. - Courtney Lk Acc.	1	0
105-03 Courtney Lake - Rabbit Lake	0	0
106-01 Smeaton - Jct. Hwy 120	2	0
106-02 Jct Hwy 120 - Jct Hwy 165	2	0
106-03 Jct Hwy 165 - Deschambault Lake	3	0
106-04 Deschambault Lake - Jct Hwy 135	1	0
106-05 Jct Hwy 135 - Flin Flon	2	0
120-01 Meath Park - Candle Lake	4	0
120-02 Candle Lake - Lower Fishing Lake	5	0
123-01 Jct Hwy 163 - Kennedy Creek	0	0
123-02 Kennedy Creek - Cumberland Hse.	1	1
124-01 Jct Hwy 55 - Dore Lake	1	0
135-01 Jct Hwy 106 - Pelican Narrows	9	4
135-02 Pelican Narrows - Sandy Bay	0	0
155-01 Green Lake - Jct Hwy 101	6	0
155-02 Jct Hwy 101 - Buffalo Narrows	2	0
155-03 Buffalo Narrows - La Loche	11	0
155-04 La Loche - Cluff Lake	7	0

1982 Traffic Accident Statistics By Highway Control Section

Highway - Control Section					Persons	
					Injured	Fatalities
163-01 Jct Hwy 9 - Shoal Lake					0	0
163-02 Shoal Lake - Red Earth					15	0
163-03 Red Earth - Jct Hwy 123					2	0
165-01 Jct Hwy 106 - Jct Hwy 2					0	0
167-01 Sturgeon-Weir Riv. - Denare Beach					1	0
167-02 Denare Beach - Creighton					13	0
169-01 S Jct Hwy 2 - N Jct Hwy 2					0	0
201-01 Broadview - Jct Hwy 247					2	0
202-01 Tuxford - Buffalo Pound Lake					1	0
204-01 Battlefords Provincial Park					0	0
209-01 Jct Hwy 9 - Kenosee Lake					1	0
210-01 Fort Qu'Appelle - Echo Valley					3	0
210-02 Echo Valley - Jct Hwy 10					3	0
211-01 Dundurn - Blackstrap Lake					1	0
212-01 Duck Lake - Saskatchewan River					0	0
219-01 Danielson Provincial Park					0	0
219-02 Jct Hwy 44 - Jct Hwy 15					0	0
219-03 Jct Hwy 15 - White Cap I.R.					2	0
219-04 White Cap I.R. - Saskatoon					1	0
220-01 Bulyea - Rowan's Ravine					0	0
224-01 Jct Hwy 4 - Goodsoil					2	0
225-01 Jct Hwy 2 - Jct Hwy 312					8	0
229-01 Jct Hwy 9 - Good Spirit Lake					0	0
240-01 Jct Hwy 55 - P.A. National Park					0	0
247-01 Jct Hwy 9 - Jct Hwy 47					2	0
255-01 Jct Hwy 55 - Tobin Lake					0	0
261-01 Sask. Landing - Jct Hwy 4					0	0
261-02 Sk. Landing Prov. Prk(Jct Hwy 4 W)					0	0
263-01 Jct Hwy 2 - Prince Albert Park					3	0
264-01 Jct Hwy 2 - Prince Albert Park					0	0
271-01 Maple Creek - Cypress Hills					0	0
271-02 Jct Hwy 271-01 - Fort Walsh					0	0
301-01 Jct Hwy 1 - Jct Hwy 202					0	0
302-01 South Sask. River - Prince Albert					2	0
303-01 Turtleford - Jct Hwy 21					1	0
304-01 Jct Hwy 4 - Jct Hwy 26					1	0
305-01 Warman - Jct Hwy 12					4	0
305-02 Jct Hwy 12 - Langham					3	0
306-01 Jct Hwy 35 - Riceton					0	0
306-02 Riceton - Jct Hwy 6					0	0
307-01 Jct Hwy 7 - Smiley					0	0
307-02 Smiley - Jct. Hwy 21					4	0
308-01 Manitoba Border - Jct Hwy 8					6	0
309-01 Ebenezer - Rhein					4	0
310-01 Balcarres - Ituna					0	0
310-02 Lebret - Jct Hwy 10					0	0
310-03 Jct Hwy 52 - Foam Lake					3	0
310-04 Foam Lake - Kuroki					10	0
312-01 Wakaw - Rosthern					1	0
312-02 Rosthern - Jct Hwy 12					1	0
318-01 Carnduff - Alida					1	0
320-01 Jct Hwy 20 - Domremy					1	0
321-01 Liebenthal - Alberta Border					2	0
322-01 Jct Hwy 20 - Jct Hwy 220					3	0
324-01 Jct Hwy 378 - Mayfair					3	0
332-01 Jct Hwy 32 - Hazlet					1	1
334-01 Jct Hwy 13 - Avonlea					0	0
334-02 Avonlea - Corinne					1	0
335-01 Jct Hwy 23 - Jct Hwy 35					1	0
335-02 Jct Hwy 35 - Gronlid					0	0
339-01 Avonlea - Jct Hwy 39					3	0
340-01 Radisson - Hafford					2	0
342-01 Jct Hwy 42 - Beechy					0	0

1982 Traffic Accident Statistics By Highway Control Section

Highway - Control Section					Persons	
					Injured	Fatalities
342-02 Beechy - Clearwater Lake	6	1	0	7	1	0
342-03 Clearwater Lake - Jct Hwy 4	2	1	0	3	1	0
343-01 Jct Hwy 4 - Simmie	1	0	0	1	0	0
349-01 Jct Hwy 35 - Naicam	1	1	0	2	2	0
350-01 U.S. Border - Jct Hwy 18	1	0	0	1	0	0
354-01 Bethune - Dilke	6	2	0	8	4	0
355-01 Meath Park - Spruce Home	4	0	0	4	0	0
355-02 Spruce Home - 11 km west	1	0	0	1	0	0
357-01 Togo - Jct Hwy 8	1	1	0	2	1	0
358-01 Wood Mountain - Limerick	5	0	0	5	0	0
361-01 Lampman Grid - Jct Hwy 47	6	1	0	8	1	0
363-01 Moose Jaw - Courval	9	4	0	13	5	0
363-02 Courval - Hodgeville	5	1	0	6	1	0
363-03 Hodgeville - Jct Hwy 4	10	1	0	11	1	0
364-01 Balgonie - Edgeley	7	2	0	9	3	0
365-01 Watrous - Plunkett	5	1	0	6	2	0
367-01 Eyebrow - Jct Hwy 19	0	0	0	0	0	0
368-01 Muenster - St. Brieux	8	3	0	11	11	0
368-02 St. Brieux - Beatty	4	0	2	6	5	2
369-01 Jct Hwy 10 - Togo	3	0	0	3	0	0
371-01 Fox Valley - Alberta Border	1	0	0	1	0	0
373-01 Jct Hwy 42 - Birsay	0	0	0	0	0	0
376-01 Jct Hwy 14 - Arelee	3	0	0	3	0	0
376-02 Arelee - Sonningdale	2	1	0	3	1	0
376-03 Sonningdale - Maymont	1	1	0	2	2	0
376-04 Maymont - Jct Hwy 40	1	0	0	1	0	0
377-01 Radville - Ceylon	3	1	0	4	1	0
378-01 Jct Hwy 4 - Rabbit Lake	11	4	1	16	10	1
378-02 Rabbit Lake - Spiritwood	6	3	0	9	3	0
379-01 McMahon - Wymark	0	0	0	0	0	0
381-01 MacNutt - Jct Hwy 8	2	0	0	2	0	0
397-01 Allan - Elstow	2	1	1	4	2	1
Other*	115	37	2	154	59	2
Total	4,723	1,199	90	6,008	2,155	118

* Includes industrial access roads, northern tributaries, stub-connectors, service roads and not st[illegible] control sections.

Different levels of accident aggregation are necessary for a meaningful understanding of accidents and the development of suitable countermeasures. It is most important to know where accidents are happening, as well as when, how and to whom. These sections of the report group accidents in a way that various jurisdictions can review their accident freqency. The next level breakdown that T.A.I.S. provides is the exact location detailed listings. This data is not published in this report but is sent out to each individual jurisdiction for their own use in accident studies.

Provincial highway accidents are summarized by control sections. These sections are permanent unit lengths of highway described by reference points such as junctions, urban limits or other geographical locations. The lengths of these sections are available from the Official Highway Map published by the Department of Highways and Transportation.

Saskatchewan Department of Highways and Transportation use this data and other associated analysis to develop an annual safety program for the entire provincial highway system. Studies of specific locations also prove valuable for the design of accident countermeasures at accident prone locations.

To obtain additional information for the design of safer highways and the implementation of relevant safety initatives, Department of Highways and Transportation is integrating the Traffic Accident Information System with other data systems. Traffic accident data will interact with the Highway Inventory System and the Traffic Information System creating a powerful analytical tool.

In 1982, 6,008 accidents occurred on provincial highways representing 14.9% of the total accidents in Saskatchewan. This is a 3.3% decrease from 1981.

1982 Traffic Accident Statistics By Urban Community

Urban Area	[redacted]	[redacted]	[redacted]	[redacted]	Persons Injured	Persons Fatalities
Abbey	[redacted]	0	[redacted]	[redacted]	0	0
Aberdeen	11	1	[redacted]	[redacted]	1	0
Abernethy	[redacted]	0	[redacted]	[redacted]	0	0
Admiral	2	0	[redacted]	[redacted]	0	0
Air Ronge	[redacted]	0	0	[redacted]	0	0
Alameda	2	0	[redacted]	[redacted]	0	0
Alida	[redacted]	1	[redacted]	[redacted]	1	0
Allan	14	0	[redacted]	[redacted]	0	0
Alsask	7	1	[redacted]	[redacted]	1	0
Alvena	2	0	0	[redacted]	0	0
Aneroid	2	0	[redacted]	[redacted]	0	0
Anglin Lake	1	0	0	[redacted]	0	0
Annaheim	[redacted]	0	[redacted]	[redacted]	0	0
Antler	1	0	[redacted]	[redacted]	0	0
Arabella	0	1	[redacted]	[redacted]	1	0
Arborfield	11	0	0	[redacted]	0	0
Archerwill	4	1	[redacted]	[redacted]	1	0
Arcola	10	1	[redacted]	[redacted]	1	0
Arelee	2	0	[redacted]	[redacted]	0	0
Arran	2	0	0	[redacted]	0	0
Asquith	2	1	[redacted]	[redacted]	1	0
Assiniboia	[redacted]	11	[redacted]	[redacted]	14	0
Atwater	1	0	[redacted]	[redacted]	0	0
Avonlea	[redacted]	0	[redacted]	[redacted]	0	0
Aylsham	[redacted]	0	[redacted]	[redacted]	0	0
B-Say-Tah	1	0	[redacted]	[redacted]	0	0
Balcarres	10	0	[redacted]	[redacted]	0	0
Balgonie	[redacted]	[redacted]	[redacted]	[redacted]	6	0
Bankend	[redacted]	1	[redacted]	[redacted]	1	0
Bateman	1	0	[redacted]	[redacted]	0	0
Battleford	[redacted]	[redacted]	[redacted]	[redacted]	27	0
Beatty	1	0	[redacted]	[redacted]	0	0
Beaubier	1	[redacted]	[redacted]	[redacted]	0	0
Beauval	[redacted]	1	[redacted]	[redacted]	1	0
Beechy	[redacted]	1	[redacted]	[redacted]	1	0
Belle Plaine	[redacted]	[redacted]	[redacted]	[redacted]	0	0
Bellegarde	[redacted]	0	[redacted]	[redacted]	0	0
Bengough	[redacted]	1	[redacted]	[redacted]	2	0
Bethune	[redacted]	1	[redacted]	[redacted]	1	0
Beverley	1	0	[redacted]	[redacted]	0	0
Bienfait	[redacted]	0	[redacted]	[redacted]	0	0
Big Beaver	[redacted]	0	[redacted]	[redacted]	0	0
Big River	[redacted]	[redacted]	[redacted]	[redacted]	2	0
Biggar	[redacted]	[redacted]	[redacted]	[redacted]	4	0
Birch Hills	[redacted]	[redacted]	[redacted]	[redacted]	0	0
Birds Point	[redacted]	1	[redacted]	[redacted]	1	0
Birsay	[redacted]	0	[redacted]	[redacted]	0	0
Bjorkdale	[redacted]	[redacted]	[redacted]	[redacted]	0	0
Bladworth	1	0	[redacted]	[redacted]	0	0
Blaine Lake	[redacted]	1	[redacted]	[redacted]	1	0
Borden	1	[redacted]	[redacted]	[redacted]	5	0
Brabant	1	0	[redacted]	[redacted]	0	0
Bracken	1	[redacted]	[redacted]	[redacted]	0	0
Bredenbury	[redacted]	1	[redacted]	[redacted]	1	0
Broadview	[redacted]	[redacted]	[redacted]	[redacted]	2	0
Brock	[redacted]	1	[redacted]	[redacted]	1	0
Broderick	1	[redacted]	[redacted]	[redacted]	0	0
Bromhead	1	[redacted]	[redacted]	[redacted]	0	0
Brooksby	[redacted]	[redacted]	[redacted]	[redacted]	0	0
Bruno	14	[redacted]	[redacted]	[redacted]	0	0
Buchanan	[redacted]	1	[redacted]	[redacted]	2	0
Buena Vista	[redacted]	[redacted]	[redacted]	[redacted]	0	0
Buffalo Narrows	[redacted]	[redacted]	[redacted]	[redacted]	8	0

1982 Traffic Accident Statistics By Urban Community

Urban Area	[illegible]	[illegible]	[illegible]	[illegible]	Persons Injured	Persons Fatalities
Bulyea	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Burstall	[illegible]	[illegible]	[illegible]	[illegible]	1	0
Bushell Park	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Cabri	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Cadillac	[illegible]	[illegible]	[illegible]	[illegible]	1	0
Calder	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Candiac	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Candle Lake	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Cando	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Canora	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Canwood	[illegible]	[illegible]	[illegible]	[illegible]	8	0
Carievale	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Carlyle	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Carmel	[illegible]	[illegible]	[illegible]	[illegible]	5	1
Carnduff	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Caron	[illegible]	[illegible]	[illegible]	[illegible]	1	0
Caronport	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Carrot River	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Central Butte	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Ceylon	[illegible]	[illegible]	[illegible]	[illegible]	0	0
CFB Moose Jaw	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Chamberlain	[illegible]	[illegible]	[illegible]	[illegible]	1	0
Chaplin	[illegible]	[illegible]	[illegible]	[illegible]	1	0
Chelan	[illegible]	[illegible]	[illegible]	[illegible]	1	0
Chitek Lake	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Choiceland	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Churchbridge	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Clair	[illegible]	[illegible]	[illegible]	[illegible]	2	0
Clavet	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Climax	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Cochin	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Coderre	[illegible]	[illegible]	[illegible]	[illegible]	3	0
Codette	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Coleville	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Colgate	[illegible]	[illegible]	[illegible]	[illegible]	2	0
Colonsay	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Conquest	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Consul	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Coronach	[illegible]	[illegible]	[illegible]	[illegible]	1	0
Coteau	[illegible]	[illegible]	[illegible]	[illegible]	1	0
Courval	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Craik	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Crane Valley	[illegible]	[illegible]	[illegible]	[illegible]	2	0
Craven	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Creelman	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Creighton	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Crutwell	[illegible]	[illegible]	[illegible]	[illegible]	9	0
Crystal Springs	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Cudworth	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Cumberland House	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Cupar	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Cut Knife	[illegible]	[illegible]	[illegible]	[illegible]	2	0
Dalmeny	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Davidson	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Davin	[illegible]	[illegible]	[illegible]	[illegible]	6	0
Debden	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Delisle	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Delmas	[illegible]	[illegible]	[illegible]	[illegible]	1	1
Demaine	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Denare Beach	[illegible]	[illegible]	[illegible]	[illegible]	1	0
Denzil	[illegible]	[illegible]	[illegible]	[illegible]	0	0
Dilke	[illegible]	[illegible]	[illegible]	[illegible]	3	0
Dillon	[illegible]	[illegible]	[illegible]	[illegible]	0	0
	[illegible]	[illegible]	[illegible]	[illegible]	0	0

1982 Traffic Accident Statistics By Urban Community

Urban Area	Accidents				Persons	
	[illegible]	[illegible]	[illegible]	[illegible]	Injured	Fatalities
Dinsmore	11	1	0	[illegible]	2	0
Dodsland	5	0	0	[illegible]	0	0
Dollard	1	0	0	[illegible]	0	0
Domremy	4	0	0	[illegible]	0	0
Dorintosh	1	0	0	[illegible]	0	0
Drake	1	0	0	[illegible]	0	0
Drinkwater	3	1	0	[illegible]	3	0
Dubuc	1	0	0	[illegible]	0	0
Duck Lake	12	4	1	[illegible]	5	1
Duff	1	0	0	[illegible]	0	0
Dundurn	9	0	0	[illegible]	0	0
Dysart	2	0	0	[illegible]	0	0
Eastend	21	1	0	[illegible]	1	0
Eatonia	6	1	0	[illegible]	1	0
Edam	2	1	0	[illegible]	1	0
Elbow	3	0	0	[illegible]	0	0
Eldorado	1	0	0	[illegible]	0	0
Elfros	1	0	0	[illegible]	0	0
Elrose	9	1	0	[illegible]	1	0
Elstow	1	0	0	[illegible]	0	0
Emma Lake	2	0	0	[illegible]	0	0
Endeavour	2	2	0	[illegible]	4	0
Englefeld	4	0	0	[illegible]	0	0
Ernfold	5	0	0	[illegible]	0	0
Esterhazy	44	9	0	[illegible]	10	0
Estevan	372	30	1	[illegible]	43	1
Eston	35	3	0	[illegible]	3	0
Eyebrow	1	0	0	[illegible]	0	0
Fairlight	1	0	0	[illegible]	0	0
Fairy Glen	1	0	0	[illegible]	0	0
Ferland	1	1	0	[illegible]	1	0
Fife Lake	3	0	0	[illegible]	0	0
Fillmore	6	0	0	[illegible]	0	0
Fir Mountain	1	0	0	[illegible]	0	0
Fiske	1	0	0	[illegible]	0	0
Fleming	1	2	0	[illegible]	2	0
Flin Flon	10	2	0	[illegible]	4	0
Foam Lake	24	2	0	[illegible]	2	0
Forget	2	0	0	[illegible]	0	0
Fort Qu'Appelle	46	8	0	[illegible]	10	0
Fox Valley	14	0	0	[illegible]	0	0
Frenchman Butte	2	0	0	[illegible]	0	0
Frobisher	0	1	0	[illegible]	1	0
Frontier	10	1	0	[illegible]	1	0
Fulda	1	0	0	[illegible]	0	0
Gainsborough	7	1	0	[illegible]	1	0
Gerald	3	1	0	[illegible]	1	0
Gladmar	1	0	0	[illegible]	0	0
Glaslyn	7	0	0	[illegible]	0	0
Glasnevin	1	0	0	[illegible]	0	0
Glen Ewen	2	0	0	[illegible]	0	0
Glenavon	8	0	0	[illegible]	0	0
Glentworth	3	0	0	[illegible]	0	0
Glidden	1	0	0	[illegible]	0	0
Golden Prairie	7	0	0	[illegible]	0	0
Goodeve	2	0	0	[illegible]	0	0
Goodsoil	8	1	0	[illegible]	1	0
Govan	4	0	0	[illegible]	0	0
Gravelbourg	57	7	0	[illegible]	11	0
Grayson	2	1	0	[illegible]	1	0
Green Lake	11	1	0	[illegible]	1	0
Grenfell	[illegible]	4	0	[illegible]	4	0
Guernsey	[illegible]	1	0	[illegible]	2	0

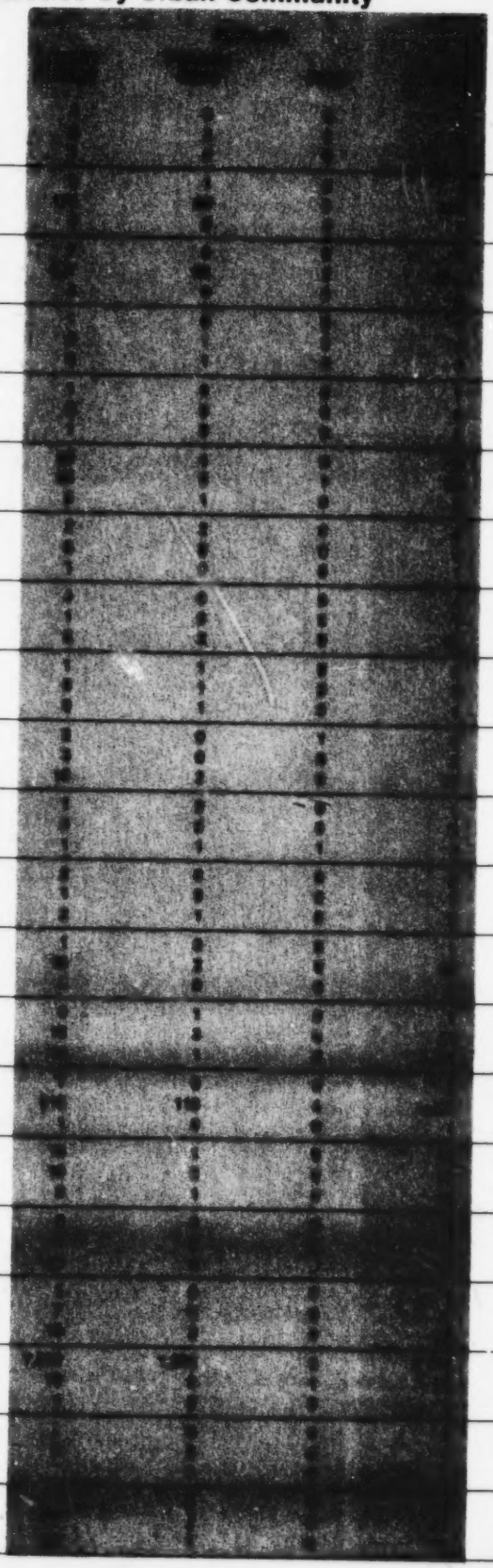
1982 Traffic Accident Statistics By Urban Community

Urban Area				Persons	
				Injured	Fatalities
Gull Lake	[illegible]	[illegible]	[illegible]		
Hafford	[illegible]	[illegible]	[illegible]	1	0
Hague	[illegible]	[illegible]	[illegible]	1	0
Hanley	[illegible]	[illegible]	[illegible]	2	0
Harris	[illegible]	[illegible]	[illegible]	0	0
Hawarden	[illegible]	[illegible]	[illegible]	0	0
Hazel Dell	[illegible]	[illegible]	[illegible]	0	0
Hazenmore	[illegible]	[illegible]	[illegible]	0	0
Hazlet	[illegible]	[illegible]	[illegible]	0	0
Hendon	[illegible]	[illegible]	[illegible]	0	0
Henribourg	[illegible]	[illegible]	[illegible]	0	0
Hepburn	[illegible]	[illegible]	[illegible]	1	0
Herbert	[illegible]	[illegible]	[illegible]	0	0
Herschel	[illegible]	[illegible]	[illegible]	0	0
Hodgeville	[illegible]	[illegible]	[illegible]	0	0
Holbein	[illegible]	[illegible]	[illegible]	0	0
Holdfast	[illegible]	[illegible]	[illegible]	1	0
Hoosier	[illegible]	[illegible]	[illegible]	0	0
Hubbard	[illegible]	[illegible]	[illegible]	0	0
Hudson Bay	[illegible]	[illegible]	[illegible]	14	0
Humboldt	[illegible]	[illegible]	[illegible]	16	0
Hyas	[illegible]	[illegible]	[illegible]	1	0
Ile-a-la-Crosse	[illegible]	[illegible]	[illegible]	1	0
Imperial	[illegible]	[illegible]	[illegible]	2	0
Indian Head	[illegible]	[illegible]	[illegible]	2	0
Invermay	[illegible]	[illegible]	[illegible]	5	0
Ituna	[illegible]	[illegible]	[illegible]	2	0
Kamsack	[illegible]	[illegible]	[illegible]	5	0
Kayville	[illegible]	[illegible]	[illegible]	0	0
Kelliher	[illegible]	[illegible]	[illegible]	0	0
Kelvington	[illegible]	[illegible]	[illegible]	0	0
Kenaston	[illegible]	[illegible]	[illegible]	1	0
Kennedy	[illegible]	[illegible]	[illegible]	1	0
Kenosee Lake	[illegible]	[illegible]	[illegible]	1	0
Kerrobert	[illegible]	[illegible]	[illegible]	4	0
Kincaid	[illegible]	[illegible]	[illegible]	0	0
Kindersley	[illegible]	[illegible]	[illegible]	28	1
Kinistino	[illegible]	[illegible]	[illegible]	5	0
Kipling	[illegible]	[illegible]	[illegible]	4	0
Kisbey	[illegible]	[illegible]	[illegible]	3	0
Kronau	[illegible]	[illegible]	[illegible]	0	0
Krydor	[illegible]	[illegible]	[illegible]	0	0
Kuroki	[illegible]	[illegible]	[illegible]	1	0
Kyle	[illegible]	[illegible]	[illegible]	0	0
Kylemore	[illegible]	[illegible]	[illegible]	3	0
La Loche	[illegible]	[illegible]	[illegible]	7	0
La Ronge	[illegible]	[illegible]	[illegible]	14	0
Lac Vert	[illegible]	[illegible]	[illegible]	0	0
Lafleche	[illegible]	[illegible]	[illegible]	0	0
Laird	[illegible]	[illegible]	[illegible]	0	0
Lake Alma	[illegible]	[illegible]	[illegible]	0	0
Lake Lenore	[illegible]	[illegible]	[illegible]	1	0
Lampman	[illegible]	[illegible]	[illegible]	3	0
Lancer	[illegible]	[illegible]	[illegible]	1	0
Landis	[illegible]	[illegible]	[illegible]	0	0
Lang	[illegible]	[illegible]	[illegible]	0	0
Langenburg	[illegible]	[illegible]	[illegible]	3	0
Langham	[illegible]	[illegible]	[illegible]	0	0
Lanigan	[illegible]	[illegible]	[illegible]	2	0
Lashburn	[illegible]	[illegible]	[illegible]	0	0
Leader	[illegible]	[illegible]	[illegible]	2	0
Leask	[illegible]	[illegible]	[illegible]	0	0
Lebret	[illegible]	[illegible]	[illegible]	0	0

1982 Traffic Accident Statistics By Urban Community

Urban Area	[illegible]	[illegible]	[illegible]	Persons Injured	Persons Fatalities
Lemberg	[illegible]	[illegible]	[illegible]	2	0
Leoville	[illegible]	[illegible]	[illegible]	1	0
Leross	[illegible]	[illegible]	[illegible]	1	0
Leroy	[illegible]	[illegible]	[illegible]	2	0
Lestock	[illegible]	[illegible]	[illegible]	2	0
Liberty	[illegible]	[illegible]	[illegible]	1	0
Limerick	[illegible]	[illegible]	[illegible]	0	0
Lintlaw	[illegible]	[illegible]	[illegible]	0	0
Lipton	[illegible]	[illegible]	[illegible]	0	0
Lloydminster	[illegible]	[illegible]	[illegible]	45	1
Loon Lake	[illegible]	[illegible]	[illegible]	0	0
Lorlie	[illegible]	[illegible]	[illegible]	0	0
Love	[illegible]	[illegible]	[illegible]	0	0
Loverna	[illegible]	[illegible]	[illegible]	0	0
Lucky Lake	[illegible]	[illegible]	[illegible]	2	0
Lumsden	[illegible]	[illegible]	[illegible]	2	0
Luseland	[illegible]	[illegible]	[illegible]	1	0
Macklin	[illegible]	[illegible]	[illegible]	0	0
MacNutt	[illegible]	[illegible]	[illegible]	0	0
Macoun	[illegible]	[illegible]	[illegible]	1	0
Macrorie	[illegible]	[illegible]	[illegible]	0	0
Maidstone	[illegible]	[illegible]	[illegible]	1	0
Major	[illegible]	[illegible]	[illegible]	1	0
Makwa	[illegible]	[illegible]	[illegible]	0	0
Manitou Beach	[illegible]	[illegible]	[illegible]	1	0
Mankota	[illegible]	[illegible]	[illegible]	4	0
Manor	[illegible]	[illegible]	[illegible]	3	0
Maple Creek	[illegible]	[illegible]	[illegible]	4	0
Marcelin	[illegible]	[illegible]	[illegible]	0	0
Marengo	[illegible]	[illegible]	[illegible]	0	0
Margo	[illegible]	[illegible]	[illegible]	1	0
Markinch	[illegible]	[illegible]	[illegible]	0	0
Marsden	[illegible]	[illegible]	[illegible]	1	0
Marshall	[illegible]	[illegible]	[illegible]	0	0
Martensville	[illegible]	[illegible]	[illegible]	4	0
Maryfield	[illegible]	[illegible]	[illegible]	0	0
Mayfair	[illegible]	[illegible]	[illegible]	0	0
Maymont	[illegible]	[illegible]	[illegible]	0	0
McKague	[illegible]	[illegible]	[illegible]	0	0
McLean	[illegible]	[illegible]	[illegible]	1	0
Meacham	[illegible]	[illegible]	[illegible]	0	0
Meadow Lake	[illegible]	[illegible]	[illegible]	18	1
Meath Park	[illegible]	[illegible]	[illegible]	0	0
Melfort	[illegible]	[illegible]	[illegible]	19	0
Melville	[illegible]	[illegible]	[illegible]	31	0
Meota	[illegible]	[illegible]	[illegible]	0	0
Mervin	[illegible]	[illegible]	[illegible]	0	0
Meskanaw	[illegible]	[illegible]	[illegible]	0	0
Meyronne	[illegible]	[illegible]	[illegible]	0	0
Michelle Village	[illegible]	[illegible]	[illegible]	0	0
Midale	[illegible]	[illegible]	[illegible]	0	0
Middle Lake	[illegible]	[illegible]	[illegible]	0	0
Milestone	[illegible]	[illegible]	[illegible]	1	0
Mistatim	[illegible]	[illegible]	[illegible]	0	0
Mont Nebo	[illegible]	[illegible]	[illegible]	0	0
Montmartre	[illegible]	[illegible]	[illegible]	3	0
Moose Jaw	[illegible]	[illegible]	[illegible]	332	3
Moosomin	[illegible]	[illegible]	[illegible]	7	0
Morse	[illegible]	[illegible]	[illegible]	0	0
Mortlach	[illegible]	[illegible]	[illegible]	0	0
Mossbank	[illegible]	[illegible]	[illegible]	1	0
Muenster	[illegible]	[illegible]	[illegible]	0	0
Naicam	[illegible]	[illegible]	[illegible]	0	0

1982 Traffic Accident Statistics By Urban Community



Urban Area	Persons Injured	Persons Fatalities
Neilburg	0	0
Neudorf	3	0
Neville	0	0
Newhorst	2	0
Nipawin	23	0
Nokomis	0	0
Norquay	0	0
North Battleford	135	2
North Portal	0	0
Northgate	0	0
Odessa	1	0
Ogema	1	0
Ormiston	0	0
Osler	0	0
Oungre	0	0
Outlook	5	0
Oxbow	9	3
Paddockwood	2	0
Pangman	2	0
Paradise Hill	0	0
Parkside	0	0
Paynton	0	0
Pelican Narrows	0	0
Pelly	2	0
Pennant	1	0
Pense	1	0
Percival	1	0
Perdue	2	1
Piapot	0	0
Pierceland	3	0
Pilger	0	0
Pilot Butte	0	0
Pinehouse	1	1
Plato	0	0
Pleasantdale	0	0
Plenty	6	0
Plunkett	0	0
Ponteix	2	0
Pontrilas	0	0
Poplar Point	2	0
Porcupine Plain	5	0
Preeceville	3	0
Prelate	0	0
Prince Albert	170	4
Prud'homme	0	0
Punnichy	2	0
Qu'Appelle	0	0
Quill Lake	1	0
Quinton	0	0
Radisson	0	0
Radville	0	0
Rama	0	0
Raymore	0	0
Redvers	4	0
Regina	1,812	11
Regina Beach	8	2
Reward	0	0
Richmound	0	0
Ridgedale	0	0
Riverhurst	0	0
Riverside Estates	0	0
Rocanville	2	0
Rockglen	2	0

1982 Traffic Accident Statistics By Urban Community

Urban Area	Accidents				Persons	
					Injured	Fatalities
Rokeby		1	0	1	2	0
Rose Valley		0	0		2	0
Rosetown		0	0		8	0
Rosthern		1	0		1	0
Rouleau		1	0		1	0
Ruthilda		0	0		0	0
Saltcoats		1	0		1	0
Sanctuary		0	0		0	0
Sandy Bay		1	0		2	0
Saskatoon		774	11		1,029	12
Sceptre		0	0		0	0
Scott		0	0		0	0
Sedley		0	0		0	0
Semans		1	0		3	0
Senlac		0	0		0	0
Shamrock		0	0		0	0
Shaunavon		4	0		4	0
Sheho		0	0		0	0
Shell Lake		1	0		1	0
Shellbrook		1	1		5	1
Shields		0	0		0	0
Shipman		0	0		0	0
Simmie		0	0		0	0
Simpson		1	0		2	0
Sintaluta		0	0		0	0
Smeaton		2	0		2	0
Smiley		0	0		0	0
Smuts		0	0		0	0
Snowden		0	0		0	0
Sonningdale		0	0		0	0
Southey		1	0		5	0
Spalding		0	0		0	0
Speers		0	0		0	0
Spiritwood		1	0		1	0
Springside		0	0		0	0
Spy Hill		0	0		0	0
St. Bededict		0	0		0	0
St. Brieux		0	0		0	0
St. Gregor		0	0		0	0
St. Louis		0	0		0	0
St. Walburg		0	0		0	0
Star City		0	0		0	0
Stenen		0	0		0	0
Stockholm		1	0		1	0
Stony Rapids		1	0		2	0
Storthoaks		0	0		0	0
Stoughton		0	0		0	0
Strasbourg		2	0		2	0
Sturgis		0	0		0	0
Swift Current					83	2
Sylvania		0	0		0	0
Tantallon		0	0		0	0
Tessier		0	0		0	0
Theodore		0	0		0	0
Tisdale		4	0		4	0
Togo		0	0		0	0
Tompkins		0	0		0	0
Torquay		1	0		1	0
Tramping Lake		0	0		0	0
Tribune		0	0		0	0
Tugaske		1	0		2	0
Turnor Lake		0	0		0	0
Turtleford		1	0		1	0

1982 Traffic Accident Statistics By Urban Community

Urban Area	Accidents				Persons	
					Injured	Fatalities
Tway	2	0	0	2	0	0
Tyner	1	0	0	1	0	0
Unity	81	8	0	89	16	0
Uranium City	31	4	0	35	7	0
Val Marie	10	0	0	10	0	0
Vanguard	6	1	0	6	1	0
Vanscoy	4	0	0	4	0	0
Vawn	4	0	0	4	0	0
Veregin	1	0	0	1	0	0
Vibank	5	0	0	5	0	0
Viscount	6	0	0	6	0	0
Vonda	2	0	0	2	0	0
Wadena	44	1	0	45	1	0
Wakaw	15	4	0	19	4	0
Waldeck	2	0	0	2	0	0
Waldheim	5	1	0	6	1	0
Waldron	1	0	0	1	0	0
Wapella	16	0	0	16	0	0
Warman	19	6	0	25	8	0
Wartime	1	0	0	1	0	0
Waseca	2	0	0	2	0	0
Waskesiu	5	0	0	5	0	0
Waskesiu Lake	1	0	0	1	0	0
Watrous	42	0	0	42	0	0
Watson	21	1	0	22	1	0
Wawota	13	4	0	17	5	0
Weldon	3	0	0	3	0	0
Welwyn	1	1	0	2	1	0
Weyakwin	4	0	0	4	0	0
Weyburn	265	35	0	300	44	0
White City	1	0	0	1	0	0
White Fox	15	0	0	15	0	0
Whitewood	18	3	0	21	4	0
Wilcox	2	3	0	5	4	0
Wilkie	43	3	0	46	3	0
Willow Bunch	7	0	0	7	0	0
Windthorst	1	0	0	1	0	0
Wiseton	1	0	0	1	0	0
Wishart	16	1	0	17	1	0
Wollaston	2	0	0	2	0	0
Wolseley	18	4	1	23	11	1
Wood Mountain	3	1	0	4	1	0
Woodrow	2	0	0	2	0	0
Wynyard	64	8	0	72	20	0
Yellow Creek	1	0	0	1	0	0
Yellow Grass	5	2	0	7	2	0
Yorkton	505	82	2	589	106	2
Young	4	0	0	4	0	0
Zehner	1	0	0	1	0	0
Zelma	1	0	0	1	0	0
Zenon Park	5	1	0	6	1	0
Total	25,149	3,332	46	28,487	4,510	52

Listing of accidents by urban location is a feature of T.A.I.S. that provides a direct service to urban municipalities. This is the 4th year that this data is available. All reported accidents which occurred within the urban limits are shown.

This system has a further feature that lists the details of all reported accidents of each town and city by location, such as specific intersections. This information and other summaries are provided directly to urban municipal offices and police departments.

In 1982 there were 28,487 accidents in urban areas, accounting for 70.6% of all accidents.

1982 Traffic Accident Statistics By Rural Municipalities

Rural Municipalities						Persons	
						Injured	Fatalities
001	Argyle	16	1	1	18	3	0
002	Mount Pleasant	26	4	1	31	8	0
003	Enniskillen	25	5	0	30	7	0
004	Coalfields	18	5	0	23	10	0
005	Estevan	23	1	0	24	1	0
006	Cambria	11	1	0	12	2	0
007	Souris Valley	8	0	0	8	0	0
008	Lake Alma	7	1	0	8	1	0
009	Surprise Valley	4	0	0	4	0	0
010	Happy Valley	0	0	0	0	0	0
011	Hart Butte	11	2	0	13	2	0
012	Poplar Valley	11	3	0	14	5	0
017	Val Marie	15	2	0	17	3	0
018	Lone Tree	4	0	0	4	0	0
019	Frontier	6	1	0	7	5	0
031	Storthoaks	36	2	0	38	2	0
032	Reciprocity	29	4	0	33	5	0
033	Moose Creek	12	3	0	15	7	0
034	Browning	23	4	0	27	6	0
035	Benson	23	2	0	25	2	0
036	Cymri	9	1	0	10	2	0
037	Lomond	14	3	0	17	5	0
038	Laurier	9	2	0	11	4	0
039	The Gap	8	2	0	10	2	0
040	Bengough	7	2	0	9	3	0
042	Willow Bunch	10	3	0	13	4	0
043	Old Post	8	0	0	8	0	0
044	Waverly	7	2	0	9	3	0
045	Mankota	11	0	0	11	0	0
046	Glen McPherson	4	0	0	4	0	0
049	White Valley	25	2	0	27	3	0
051	Reno	13	2	0	15	3	0
061	Antler	26	4	0	30	6	0
063	Moose Mountain	26	1	0	27	1	0
064	Brock	22	3	0	25	3	0
065	Tecumseh	16	3	0	19	4	0
066	Griffin	4	2	0	6	2	0
067	Weyburn	11	6	0	17	8	0
068	Brokenshell	4	1	0	5	1	0
069	Norton	6	1	0	7	1	0
070	Key West	12	1	0	13	1	0
071	Excel	7	5	0	12	6	0
072	Lake of the Rivers	14	1	0	15	1	0
073	Stonehenge	4	4	0	8	6	0
074	Wood River	6	1	0	7	2	0
075	Pinto Creek	6	2	0	8	3	0
076	Auvergne	7	4	0	11	6	0
077	Wise Creek	14	1	0	15	1	0
078	Grassy Creek	0	0	0	0	0	0
079	Arlington	0	1	0	1	1	0
091	Maryfield	26	1	0	27	2	0
092	Walpole	22	3	1	26	3	0
093	Wawken	13	4	0	17	11	0
094	Hazelwood	6	1	0	7	6	0
095	Golden West	15	4	0	19	5	0
096	Fillmore	19	3	0	22	2	0
097	Wellington	5	0	1	6	1	1
098	Scott	6	3	1	10	2	0
099	Caledonia	14	1	0	15	2	0
100	Elmsthorpe	7	1	0	8	2	0
101	Terrell	8	2	0	10	6	0
102	Lake Johnston	6	3	1	10	6	0
103	Sutton	7	3	1	11	4	0

1982 Traffic Accident Statistics By Rural Municipalities

	Rural Municipalities					Persons	
						Injured	Fatalities
104	Gravelbourg	[illegible]	[illegible]	[illegible]	[illegible]	3	0
105	Glen Bain	[illegible]	[illegible]	[illegible]	[illegible]	0	0
106	Whiska Creek	[illegible]	[illegible]	[illegible]	[illegible]	4	0
107	Lac Pelletier	[illegible]	[illegible]	[illegible]	[illegible]	5	0
108	Bone Creek	[illegible]	[illegible]	[illegible]	[illegible]	0	0
109	Carmichael	[illegible]	[illegible]	[illegible]	[illegible]	6	0
110	Piapot	[illegible]	[illegible]	[illegible]	[illegible]	5	0
111	Maple Creek	[illegible]	[illegible]	[illegible]	[illegible]	7	1
121	Moosomin	[illegible]	[illegible]	[illegible]	[illegible]	10	1
122	Martin	[illegible]	[illegible]	[illegible]	[illegible]	10	0
123	Silverwood	[illegible]	[illegible]	[illegible]	[illegible]	1	0
124	Kingsley	[illegible]	[illegible]	[illegible]	[illegible]	4	0
125	Chester	[illegible]	[illegible]	[illegible]	[illegible]	2	0
126	Montmartre	[illegible]	[illegible]	[illegible]	[illegible]	6	0
127	Francis	[illegible]	[illegible]	[illegible]	[illegible]	4	0
128	Lajord	[illegible]	[illegible]	[illegible]	[illegible]	3	0
129	Bratt's Lake	[illegible]	[illegible]	[illegible]	[illegible]	7	2
130	Redburn	[illegible]	[illegible]	[illegible]	[illegible]	4	0
131	Baildon	[illegible]	[illegible]	[illegible]	[illegible]	0	0
132	Hillsborough	[illegible]	[illegible]	[illegible]	[illegible]	0	0
133	Rodgers	[illegible]	[illegible]	[illegible]	[illegible]	0	0
134	Shamrock	[illegible]	[illegible]	[illegible]	[illegible]	0	0
135	Lawtonia	[illegible]	[illegible]	[illegible]	[illegible]	0	0
136	Coulee	[illegible]	[illegible]	[illegible]	[illegible]	0	0
137	Swift Current	[illegible]	[illegible]	[illegible]	[illegible]	10	0
138	Webb	[illegible]	[illegible]	[illegible]	[illegible]	1	0
139	Gull Lake	[illegible]	[illegible]	[illegible]	[illegible]	2	3
141	Big Stick	[illegible]	[illegible]	[illegible]	[illegible]	4	0
142	Enterprise	[illegible]	[illegible]	[illegible]	[illegible]	4	0
151	Rocanville	[illegible]	[illegible]	[illegible]	[illegible]	6	0
152	Spy Hill	[illegible]	[illegible]	[illegible]	[illegible]	14	0
153	Willowdale	[illegible]	[illegible]	[illegible]	[illegible]	8	0
154	Elcapo	[illegible]	[illegible]	[illegible]	[illegible]	12	1
155	Wolseley	[illegible]	[illegible]	[illegible]	[illegible]	6	0
156	Indian Head	[illegible]	[illegible]	[illegible]	[illegible]	8	0
157	South Qu'Appelle	[illegible]	[illegible]	[illegible]	[illegible]	10	0
158	Edenwold	[illegible]	[illegible]	[illegible]	[illegible]	11	1
159	Sherwood	[illegible]	[illegible]	[illegible]	[illegible]	27	0
160	Pense	[illegible]	[illegible]	[illegible]	[illegible]	6	0
161	Moose Jaw	[illegible]	[illegible]	[illegible]	[illegible]	8	0
162	Caron	[illegible]	[illegible]	[illegible]	[illegible]	3	0
163	Wheatlands	[illegible]	[illegible]	[illegible]	[illegible]	0	0
164	Chaplin	[illegible]	[illegible]	[illegible]	[illegible]	0	0
165	Morse	[illegible]	[illegible]	[illegible]	[illegible]	1	0
166	Excelsior	[illegible]	[illegible]	[illegible]	[illegible]	12	0
167	Saskatchewan Landing	[illegible]	[illegible]	[illegible]	[illegible]	1	0
168	Riverside	[illegible]	[illegible]	[illegible]	[illegible]	6	0
169	Pittville	[illegible]	[illegible]	[illegible]	[illegible]	4	0
171	Fox Valley	[illegible]	[illegible]	[illegible]	[illegible]	0	0
181	Langenburg	[illegible]	[illegible]	[illegible]	[illegible]	7	2
183	Fertile Belt	[illegible]	[illegible]	[illegible]	[illegible]	17	1
184	Grayson	[illegible]	[illegible]	[illegible]	[illegible]	15	0
185	McLeod	[illegible]	[illegible]	[illegible]	[illegible]	7	1
186	Abernathy	[illegible]	[illegible]	[illegible]	[illegible]	5	0
187	North Qu'Appelle	[illegible]	[illegible]	[illegible]	[illegible]	3	0
189	Lumsden	[illegible]	[illegible]	[illegible]	[illegible]	18	0
190	Dufferin	[illegible]	[illegible]	[illegible]	[illegible]	11	0
191	Marquis	[illegible]	[illegible]	[illegible]	[illegible]	3	0
193	Eyebrow	[illegible]	[illegible]	[illegible]	[illegible]	3	0
194	Enfield	[illegible]	[illegible]	[illegible]	[illegible]	2	0
211	Churchbridge	[illegible]	[illegible]	[illegible]	[illegible]	12	0
213	Saltcoats	[illegible]	[illegible]	[illegible]	[illegible]	1	0
214	Cana	[illegible]	[illegible]	[illegible]	[illegible]	6	0

1982 Traffic Accident Statistics By Rural Municipalities

Rural Municipalities		Accidents				Persons	
		Property Damage	Personal Injury	Fatal	Total	Injured	Fatalities
215	Stanley	14	2	0	16	3	0
216	Tullymet	5	2	0	7	3	0
217	Lipton	8	3	0	11	3	0
218	Cupar	14	7	0	21	12	0
219	Longlaketon	18	6	0	24	7	0
220	McKillop	10	1	0	11	1	0
221	Sarnia	14	8	8	22	10	0
222	Craik	13	2	0	15	4	0
223	Huron	3	1	0	4	1	0
224	Maple Bush	5	0	0	5	0	0
225	Canaan	9	4	0	13	4	0
226	Victory	10	4	0	14	5	0
228	Lacadena	14	4	1	19	7	1
229	Miry Creek	19	10	0	29	15	0
230	Clinworth	5	3	0	8	8	0
231	Happyland	13	2	0	15	3	0
232	Deer Forks	8	2	0	10	3	0
241	Calder	10	4	0	14	8	0
243	Wallace	13	5	0	18	8	0
244	Orkney	16	6	0	22	10	0
245	Garry	10	1	0	11	4	0
246	Ituna Bon Accord	15	1	0	16	1	0
247	Kellross	19	1	0	20	1	0
248	Touchwood	12	3	0	15	9	0
250	Last Mountain Valley	14	5	0	19	7	0
251	Big Arm	4	7	0	11	7	0
252	Arm River	10	3	0	13	4	0
253	Willner	7	2	0	9	3	0
254	Loreburn	7	1	0	8	1	0
255	Coteau	4	2	0	6	2	0
256	King George	4	2	0	6	3	0
257	Monet	11	5	1	17	7	1
259	Snipe Lake	15	2	1	18	4	3
260	Newcombe	5	2	0	7	6	0
261	Chesterfield	11	3	0	14	4	0
271	Cote	10	3	0	13	4	0
273	Sliding Hills	11	2	0	13	2	0
274	Good Lake	6	4	0	10	5	0
275	Insinger	8	2	0	10	2	0
276	Foam Lake	21	6	0	28	6	0
277	Emerald	14	2	0	16	2	0
278	Kutawa	16	3	1	20	10	1
279	Mount Hope	15	1	0	16	3	0
280	Wreford	8	2	0	10	2	0
281	Wood Creek	7	1	0	8	2	0
282	McCraney	13	4	0	17	8	0
283	Rosedale	10	2	0	12	2	0
284	Rudy	9	8	0	17	14	0
285	Fertile Valley	3	3	0	6	4	0
286	Milden	5	3	0	8	4	0
287	St. Andrews	8	2	0	10	2	0
288	Pleasant Valley	12	0	0	12	0	0
290	Kindersley	29	8	2	37	11	2
292	Milton	5	3	0	8	3	0
301	St. Philips	9	2	0	11	2	0
303	Keys	11	6	0	17	16	0
304	Buchanan	10	4	0	14	7	0
305	Invermay	14	4	0	18	6	0
307	Elfros	9	3	1	13	7	1
308	Big Quill	18	5	0	23	7	0
309	Prairie Rose	7	1	0	8	1	0
310	Usborne	12	10	0	22	11	0
312	Morris	10	3	0	13	4	0

1982 Traffic Accident Statistics By Rural Municipalities

Rural Municipalities		[redacted]	[redacted]	[redacted]	Persons Injured	Persons Fatalities
313	Lost River	[redacted]	[redacted]	[redacted]	3	0
314	Dundurn	[redacted]	[redacted]	[redacted]	6	0
315	Montrose	[redacted]	[redacted]	[redacted]	1	0
316	Harris	[redacted]	[redacted]	[redacted]	7	0
317	Marriott	[redacted]	[redacted]	[redacted]	5	0
318	Mountain View	[redacted]	[redacted]	[redacted]	4	1
319	Winslow	[redacted]	[redacted]	[redacted]	3	0
320	Oakdale	[redacted]	[redacted]	[redacted]	2	0
321	Prairiedale	[redacted]	[redacted]	[redacted]	1	0
322	Antelope Park	[redacted]	[redacted]	[redacted]	4	1
331	Livingston	[redacted]	[redacted]	[redacted]	7	2
333	Clayton	[redacted]	[redacted]	[redacted]	0	0
334	Preeceville	[redacted]	[redacted]	[redacted]	3	0
335	Hazel Dell	[redacted]	[redacted]	[redacted]	7	0
336	Sasman	[redacted]	[redacted]	[redacted]	6	1
337	Lakeview	[redacted]	[redacted]	[redacted]	8	0
338	Lakeside	[redacted]	[redacted]	[redacted]	10	1
339	Leroy	[redacted]	[redacted]	[redacted]	8	0
340	Wolverine	[redacted]	[redacted]	[redacted]	1	0
341	Viscount	[redacted]	[redacted]	[redacted]	8	0
342	Colonsay	[redacted]	[redacted]	[redacted]	0	0
343	Blucher	[redacted]	[redacted]	[redacted]	5	0
344	Corman Park	[redacted]	[redacted]	[redacted]	29	2
345	Vanscoy	[redacted]	[redacted]	[redacted]	14	0
346	Perdue	[redacted]	[redacted]	[redacted]	2	0
347	Biggar	[redacted]	[redacted]	[redacted]	2	0
349	Grandview	[redacted]	[redacted]	[redacted]	3	0
350	Mariposa	[redacted]	[redacted]	[redacted]	0	0
351	Progress	[redacted]	[redacted]	[redacted]	0	0
352	Heart's Hill	[redacted]	[redacted]	[redacted]	0	0
366	Kelvington	[redacted]	[redacted]	[redacted]	12	0
367	Ponass Lake	[redacted]	[redacted]	[redacted]	5	0
368	Spalding	[redacted]	[redacted]	[redacted]	7	0
369	St. Peter	[redacted]	[redacted]	[redacted]	5	1
370	Humboldt	[redacted]	[redacted]	[redacted]	7	0
371	Bayne	[redacted]	[redacted]	[redacted]	7	1
372	Grant	[redacted]	[redacted]	[redacted]	4	0
373	Aberdeen	[redacted]	[redacted]	[redacted]	2	0
376	Eagle Creek	[redacted]	[redacted]	[redacted]	8	0
377	Glenside	[redacted]	[redacted]	[redacted]	1	0
378	Rosemount	[redacted]	[redacted]	[redacted]	2	0
379	Reford	[redacted]	[redacted]	[redacted]	6	1
380	Tramping Lake	[redacted]	[redacted]	[redacted]	0	0
381	Grass Lake	[redacted]	[redacted]	[redacted]	14	0
382	Eye Hill	[redacted]	[redacted]	[redacted]	6	0
394	Hudson Bay	[redacted]	[redacted]	[redacted]	4	0
395	Porcupine	[redacted]	[redacted]	[redacted]	11	1
397	Barrier Valley	[redacted]	[redacted]	[redacted]	4	0
398	Pleasantdale	[redacted]	[redacted]	[redacted]	2	0
399	Lake Lenore	[redacted]	[redacted]	[redacted]	5	0
400	Three Lakes	[redacted]	[redacted]	[redacted]	6	0
401	Hoodoo	[redacted]	[redacted]	[redacted]	0	1
402	Fish Creek	[redacted]	[redacted]	[redacted]	3	1
403	Rosthern	[redacted]	[redacted]	[redacted]	4	0
404	Laird	[redacted]	[redacted]	[redacted]	2	0
405	Great Bend	[redacted]	[redacted]	[redacted]	7	0
406	Mayfield	[redacted]	[redacted]	[redacted]	5	0
408	Prairie	[redacted]	[redacted]	[redacted]	5	0
409	Buffalo	[redacted]	[redacted]	[redacted]	8	0
410	Round Valley	[redacted]	[redacted]	[redacted]	5	0
411	Senlac	[redacted]	[redacted]	[redacted]	3	1
426	Bjorkdale	[redacted]	[redacted]	[redacted]	4	0
427	Tisdale	[redacted]	[redacted]	[redacted]	14	0

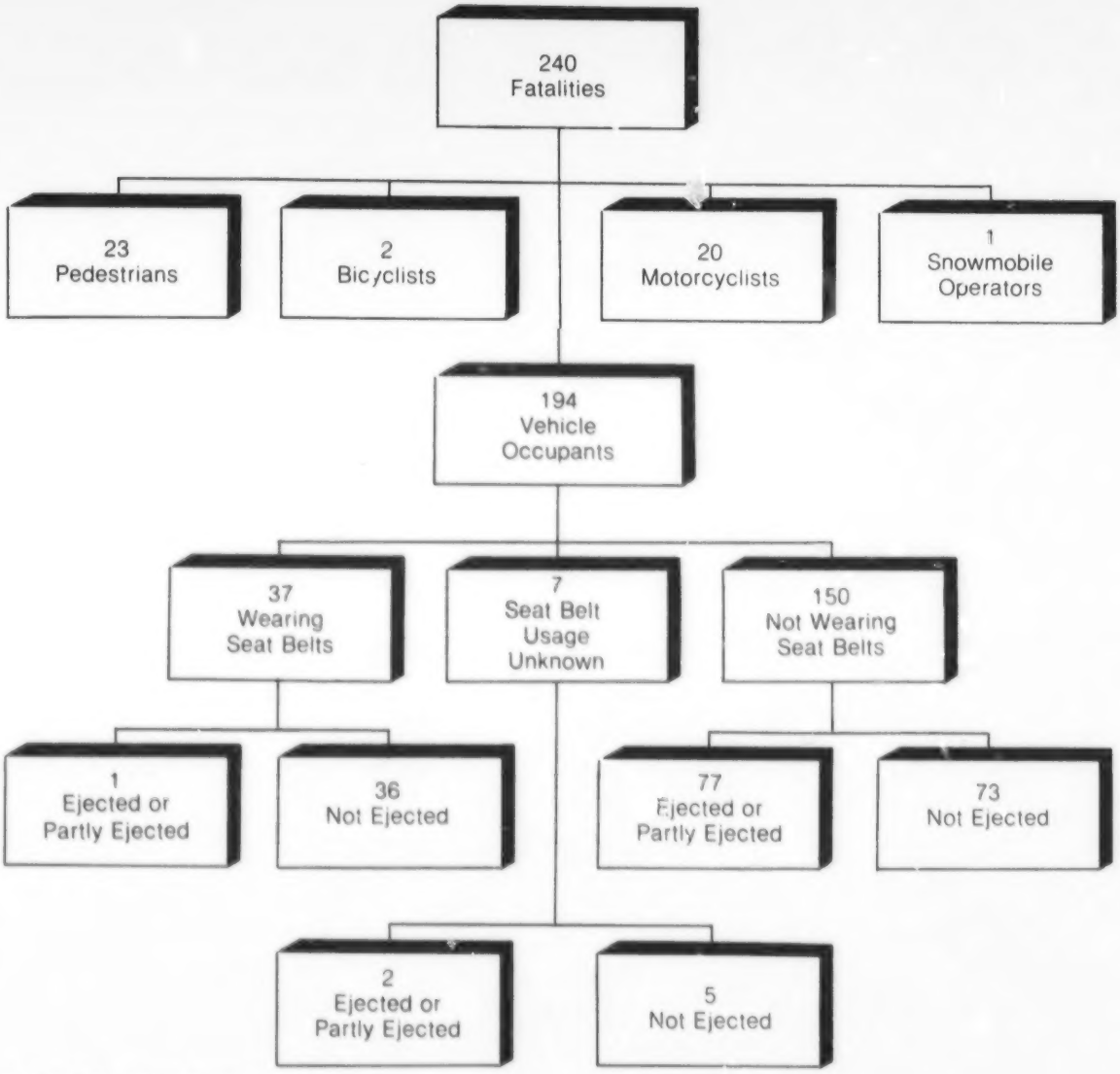
1982 Traffic Accident Statistics By Rural Municipalities

	Rural Municipalities				Persons Injured	Persons Fatalities
428	Star City	21	9	1	7	1
429	Flett's Springs	18	5	1	10	1
430	Invergordon	17	3	3	2	0
431	St. Louis	13	4	0	4	0
434	Blaine Lake	8	4	0	7	0
435	Redberry	16	4	1	9	1
436	Douglas	14	1	0	1	0
437	North Battleford	15	4	0	8	0
438	Battle River	8	3	0	2	0
439	Cut Knife	20	2	1	4	3
440	Hillsdale	14	4	0	4	0
442	Manitou Lake	18	4	0	8	0
456	Arborfield	13	1	0	3	0
457	Connaught	11	2	0	5	0
458	Willow Creek	14	3	0	6	0
459	Kinistino	15	2	1	6	4
460	Birch Hills	11	3	2	7	2
461	Prince Albert	20	5	0	8	0
463	Duck Lake	15	3	0	3	0
464	Leask	22	5	0	8	0
466	Meeting Lake	11	2	0	2	0
467	Round Hill	7	1	0	1	0
468	Meota	20	2	1	9	3
469	Turtle River	15	2	0	3	0
470	Paynton	12	3	1	6	1
471	Eldon	31	7	0	10	0
472	Wilton	47	6	0	9	0
486	Moose Range	21	3	0	7	0
487	Nipawin	23	8	0	15	0
488	Torch River	36	5	0	5	0
490	Garden River	12	3	0	9	0
491	Buckland	30	14	0	26	0
493	Shellbrook	20	6	0	12	0
494	Canwood	34	13	3	42	2
496	Spiritwood	37	6	0	12	0
497	Medstead	14	3	1	5	1
498	Parkdale	17	4	0	7	0
499	Mervin	16	7	0	14	0
501	Frenchman Butte	24	10	1	16	1
502	Britannia	39	8	3	15	2
520	Paddockwood	14	6	0	12	0
521	Lakeland	17	0	0	0	0
529	Greenfield	10	2	1	2	1
555	Big River	19	4	0	7	0
561	Loon Lake	25	3	0	11	0
588	Meadow Lake	58	8	0	11	0
622	Beaver River	19	4	0	8	0
	Total	4,121	675	40	1,588	61

With the inception of T.A.I.S., it was possible for the first time to study traffic accidents occurring on rural municipal roads. Each specific accident is identified by land location codes, enabling studies of problem locations that may be accident prone. This data enables rural municipalities and the Department of Rural Affairs to embark on specific traffic safety programs.

In 1982, 5,154 accidents occurred on rural roads. This is 12.8% of the total 40,366 accidents in Saskatchewan.

1982 Fatalities Classification



1982 Fatal Accident Facts

— Over 70% of the fatalities were male victims — 176 male, 64 female.

— 16 pedestrians and nine motorcyclists were killed within urban areas.

— Of the 194 vehicle occupants killed 111 were drivers, 78 passengers, and 5 remain unknown.

— 77% of the vehicle occupants killed were not wearing seat belts.

— 41% of the vehicle occupants killed were ejected from the vehicles.

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